

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 3.]

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OFFICE OF PUBLICATION, 22 NEW CHURCH STREET.

EDITORIAL JOTTINGS.

Philadelphia extends a warm welcome.

* *

Bicyclers who can leave on the 25th will do well to take the 4 P. M. train, Pennsylvania Railroad. It arrives a few minutes after six, and if enough can be got together an effort will be made to have it stop at the station in Fairmount Park.

* *

A valued correspondent writes, that as the hotels are rapidly filling up, quarters should be secured at once. The circular recommends the following:

PER DAY.

Lafayette, Broad and Sansom	\$3 00
Continental, Ninth and Chestnut..	3 00 to 4 00
Colonnade, Fifteenth and Chestnut.....	3 50
Girard, Ninth and Chestnut.....	3 00
St. Cloud, Arch above Seventh.....	3 00
Plumer's American Hotel, Chestnut above Fifth.....	2 50 to 3 50
Washington, Chestnut above Seventh.....	2 50
Bingham, Eleventh and Market.....	2 50
Guy's Hotel (European) Rooms.....	1 00 to 2 00
Merchants', Fourth and Arch.....	2 00
Irving House, 917 Walnut	2 00

* *

The New York Clubs will be represented by delegations from the New York, Citizens', Manhattan and Ixion Clubs. E. A. Thomson will probably race for the Lenox Club.

On the last day of this month the bicyclers will congregate around the ruins of 791 Fifth Avenue, the landmark of bicycling in New York, and will proceed to bury the remains. The pipe and bowl will be passed around in solemn silence,

and as the spirit passes away an ode will be recited by the poet wheelman.

* *

Matters are progressing with the slow step of the law towards the conclusion of the Central



Park case. In a few weeks it will be argued in the General Term, and if then beaten, will be taken to the Court of Appeals.

* *

The Ixion Club will have a road race on election day from New York to Yonkers, about 15 miles. It is for the championship of the club, and a gold, silver and leather medal will be presented.

* *

The best record for the distance is 1h. 13m. by John and Louis Stearns, of the Lenox Club. The route is quite hilly, and in some places rough. Still, as the Ixion Club are composed of such good riders as Howard, Pitman, Sanford, and stop-watch Harris, we do not doubt but that the record will be lowered somewhat.

* *

We have a suspicion that they are training on the sly, as we noticed about ten wheelmen piling it on at the 145th street hill last Sunday. Road racing may be very good in its way, but when we look over the "accident list," one is apt to think twice before going into it.

* *

We understand the first of the series of races between George and Myers will come off at the Polo Grounds November 4th. There will also be a three or five mile handicap on that occasion.

* *

Election day occurs this year on Tuesday, the 7th of November, and with it comes the meet of the Bicycle Touring Club in America. We understand that Chief Consul Weston has considerable information to impart on the subject of organization, and doubtless chief consuls for the States will be named.

* *

The monthly *Gazette* arrives regularly from the other side and contains much useful and valuable information. There are now 6,348 members, not including the 165 names proposed in the October number.

* *

We give a map of Fairmount Park, Philadelphia, showing the route of parade; the driving park, where the races will be held; and Belmont Mansion, the scene of the dinner.

* *

The route has been carefully laid through a most beautiful portion of the Park, and marked in heavy lines.

* *

The meeting of the Board of Officers L. A. W., called for the 13th, has been postponed until the 20th. Among the many knotty questions that will receive discussion, the subject of track measurement will be agitated. As many of our races are run on athletic tracks which measure eighteen inches from the pole, we think a standard of two feet advisable in preference to the three feet of the trotting tracks of this country. In adopting a standard measurement, we must not only consult our present needs, but look into the future. It is not an unusual fact to hear of tracks being built solely for bicycling, and our experience has been that on a smooth cinder path riders can get considerably within

three feet of the pole, especially in a long distance race when the pace is not very fast. Therefore, if we adopt a wide standard our records will be tainted with a suspicion of unfairness and inaccuracy. It is not far ahead when every city of any size will have its own special track, and we hope the Board of Officers will give the subject their closest attention.

CORRESPONDENCE.

BUFFALO, N. Y., Oct. 12, 1882.

Editor of the WHEEL:—Your sample copies of the WHEEL have been received, and I may say that it appears to be a very tidy little sheet.

I must ask your pardon for not sending you the information I promised, before, but being so busy I could not possibly find time, and now must make it short and sweet,

Our club was organized on the 23rd of February, 1879, and since then has steadily been increasing its membership, until now we number 65, and some more to come in.

Our officers are: F. F. Williams, president; Dr. C. S. Butler, vice-president; J. O. Munroe, director or representative; L. A. W., recording secretary; C. K. Alley, corresponding secretary; J. T. Gard, captain; Charles P. Forbush, first lieutenant; D. N. Milley, second lieutenant; W. H. Otis, bugler. The L. A. W. is represented by E. M. Bur, consul.

Our tournament, held the 6th of September, was a success, both financially and socially. Mr. V. C. Place, who, I see, has been in New York creating a disturbance, was here and made some good time, which I believe has not been lowered with one exception.

I noticed considerable waste of ink in the *Bicycling World*, by Chic, of your city, in regard to his amateurship. We found here that things were just as he represented, and that there was no ground for disbelieving him.

The captain has called a club run for the 17th. The route is over some of our fine roads, and a good time is anticipated. Many of our riders took advantage of the beautiful moonlight nights the first of this month, and some of them, I hear, talk of seeing a comet, but I can't understand it, although I've heard of people seeing stars and moons when there were none.

At the regular monthly meeting last evening, the question of a uniform came up, and was tabled for one month. Some of the members wish to change our present uniform, gray suit, blue stockings and helmet hat, to a dark suit and black stockings.

Wishing you success with the WHEEL, I remain, respectfully,

QUE.

PHILADELPHIA, Oct. 12, 1882.

Editor of the WHEEL:—By all means recommend bicyclers from your city, intending to participate in the Philadelphia meet, to come by the Pennsylvania route, as riding is possible from the Broad street station to the park, without a dismount, and if enough men should come on any one train, it is probable that arrangements could be made for it to stop at the Zoo station in the park. Yours,

JO. PENNELL,
Chairman Committee on Reception.

PHILADELPHIA, Oct. 13, 1882.

The third general meeting of Philadelphia wheelmen in connection with the bi-centennial

meet, was held on Wednesday the 11th inst, in Horticultural Hall. There was a larger attendance than on the two former occasions, and much more enthusiasm was evinced among those present than had been shown on the two prior nights. The meet committee reported progress made, and the sub-committees laid their estimates for expenses before the meeting. Among the items of news that transpired the following are of interest: There have been several entries for the races from New York and Philadelphia. The Capital Club of Washington will be well represented, as will also Baltimore. So will New York and Boston. One of the features of the dinner at Belmont Mansion will be the presence of the "Father of bicycling poesy," Charles Leland, of "Hans Britman" fame, who, with his usual genial good nature, has kindly consented to read his bicycling poem, written years before the first "bone shaker" shook blessings from the lips of the embryo bicyclist. A reception committee has been organized to meet visiting wheelmen at the railroad depots on the 25th and the morning of the 26th of October, so that riders to whom the Quaker City is a sort of *terra incognita*, will run no danger of losing either themselves or their machine. From all this it would appear that Philadelphia wheelmen are active to an unusual degree.

Louisville, Ky., October 12, 1882.

Editor of THE WHEEL.—Dear Sir: In looking over a copy of THE WHEEL, I noticed the particulars given of the Kentucky Bicycle Tournament, and in it mentioning that I had passed Mr. Gregory on the inside of the track, which I claim—as others will endorse—that I did no such thing. In the first place, the race had already been decided in my favor when Mr. Gregory claimed that I had ridden foul. This was in the first race—mile heats. I can also send you a copy of the *Bowling Green Progress*, saying that Mr. Gregory had not won the race fair, and that I was entitled to it—that is second place, Mr. Jenkins winning first place.

Now, all I ask, Mr. Editor, is that you make this correction, please, as I think my statement as correct as Mr. L'Allegro's.

By making this correction in your paper, you will greatly oblige me.

The judges did not see the race, and merely decided it upon Mr. Gregory's statement.

L. E. WELLE.

Pittsfield, Mass., Oct. 14, 1882.

Editor of THE WHEEL.—We had an interesting race in connection with the annual horse race here Wednesday and Thursday—viz., half-mile dash for silver medal, valued \$10, won by W. T. Diamond, Pittsfield. Time, 2:13. One mile, best two in three, for two medals, gold and silver, \$15 and \$10 each, won by H. L. Hall, Jr., Brooklyn, first, and E. B. Prince, second, of Cheshire, Mass. A two-mile race, one heat, for two similar medals. First won by H. S. Wollison, Pittsfield, A. B. Price, Cheshire, second,

This closes the season here. Have about twenty wheels in town, and another year will hear from us often. Respectfully,

L. L. ATWOOD.

Editor of THE WHEEL—Sir: The first intimation that the Joint Committee were awaiting my decision with reference to the matter of awarding the bicycle championships run last June, reached me through the columns of the last WHEEL. I have repeatedly questioned Mr. Putnam about the matter, but learned nothing on which I could act until this time.

The matter will now be settled without further delay; a little trouble to have kept the members of the Committee posted, would have shortened the winners' painful suspense.

Yours truly,

L. H. JOHNSON, Rac. Com., L.A.W.
NEW YORK, Oct. 13, 1882.

WASHINGTON NOTES.

The oldest inhabitant, bicycularly speaking, has never seen the wheel in more active demand than at present, and it is gratifying to see that fathers and grandfathers are joining the ever widening ranks, and that the sport is not confined to the boys. Gray haired men may frequently be seen on their "hoppers," enjoying a quiet run, or coming down town to business, and in the latter connection I might say that from my office window, which fronts on one of our busiest streets, I counted five bicycles in front of as many doors upon a single block, the owners being inside at their ordinary occupations, and I don't like to estimate the number sheltered during office hours by the lower halls of the Patent Office, Post Office and Treasury, while their owners control the destinies of the nation upstairs.

Although we hear rumors constantly of the formation of a new club, we know only the Capital, a club with life and go enough for half a dozen. It now numbers fifty-two active and eight honorary members, and there seems to be a disposition to limit the active membership to sixty. I need only say that twenty-eight fully uniformed men went to Baltimore to participate in the Oriole festivities, and that about the same number will visit Philadelphia at the bi-centennial. Club runs twice a week in which the average attendance is over twenty. On Friday, the 29th ult., there were twenty-one in line, on Saturday, twenty-two. On Sunday morning, to escort Messrs. Tolman and Lincoln, of Worcester, out of town, twenty-four, and on Sunday afternoon, with a number from Baltimore, twenty-two.

Dr. H. W. Schooley, who has a stand-still record of one hour and thirty minutes, has challenged the other members to compete for the club championship and a handsome pin, and the contest will take place at an early day. Thus far the challenge has been accepted by Messrs. Seely, Owen, and Beall, but there are many others whose ability in this line entitles them to enter.

A hill climbing contest is also talked of if we can only find a hill that nobody has ridden. We have several hills in this vicinity, with grades of one in seven or eight, all of which have been ridden. I notice that many wheelmen who write about hills, have very loose ideas concerning grades, and this makes them and their narrators untrustworthy guides. Your Cleveland correspondent, for instance, speaks of hills rising one foot in two. Do Cleveland wheelmen ride those hills?

The *Wheelman* has appeared. Typographically speaking, it is all that could be desired, in other respects it might be materially improved. The title page (cover) is simply atrocious. If the contortionists on the wheels in the foreground are fair illustrations of the appearance of Boston wheelmen, there should be a radical reform instituted in that city. The only good thing is the unconscious damsel on the tri, who, totally oblivious to the fact that she is threatened with destruction by the spurting individual in the background, is engaged, as one of our members remarked, in "mashing the hack-driver." Surely an improvement on this cover will be made before long.

Owners of "Experts" here, are much disgusted at the poor quality of the nickel-plating, especially on the rims. All of these machines have rusted, and the owners say that it is impossible to keep them bright. The plating on the old "Standards" used to be excellent.

COLE DAY.

WASHINGTON, D. C., Oct. 13, 1882. *Seely*

TO WHOM ARE WE INDEBTED?

—"To French or English ideas are we mostly indebted for the perfected wheel as it now stands?"

—"Them's my sentiments," and to them I stick, and will prove that every essential which goes to make the perfected wheel, with *one* exception, is the offspring of French and English gumption.

—Most of my authority for the data as given below is the *American Bicycler*, which Mr. Editor, if you will carefully peruse, will do much toward educating you on the early history of the bicycle, and will fit you to speak by the card with more intelligence and cogency. [Thanks!—Ed.]

—To MM. Woirin, Leconde, and Lallemont we are indebted for the idea of the crank and loose pedal as now applied. The first patent on the crank was granted to E. Gilman, an Englishman, and was filed in England August 1st, 1866. Lallemont and Carroll came next in the U. S., and they filed application November, 1866.

—In November, 1868, an American, C. K. Bradford, "gave them the suggestion of the rubber tire," and in December, 1868, E. A. Cowper, an Englishman, gave us the suspension wheel, and made the first step towards furnishing a perfect anti-friction bearing.

—To English gumption we must credit the development of the several forms of bearings in all their degrees of excellence, to the adoption of

hollow tubes in their various shapes for back-bone and forks, to the form of head which gives the most sensitive and yet stiff steering qualities, to direct spokes, to hollow rims, and last and *least*, the best saddle and spring.

—In these last two and very important adjuncts to the wheel, there is a vast chance for improvement, and I hope to see America come to the front and give the wheeling world the best saddle and spring extant.

—The inventions of Burley and Rintelman have done something toward furnishing us with a comfortable saddle, and they have and deserve the thanks of a good many American riders. A device to reduce the jar of a bicycle is something which I trust will be produced in the very near future, and here is the chance for Yankee ingenuity.

—In the matter of bells and cyclometers this country can certainly hold its own, but as far as the bicycle goes, I repeat the sentence as published in your issue of September 13th: "If we are to have a simon pure bicycle, built entirely on 'American ideas,' we should have to ride a rubber tire almost entirely alone. To French and English ideas we are mostly indebted for the perfected wheel as it now stands."

—I commend your strictures on the narrow-minded, who will not admit that there is anything good which has its origin in America, but as the "ideas" which embody the perfect bicycle did not emanate from this side—with one exception—riders have not much ground for prejudice on this account.

—If, however, this prejudice extends to the domestic manufactured article because *it* is American, then his stand is silly and puerile, but if on a fair trial he finds the domestic article does not suit him as well as some foreign make, and expresses the reason, he should not be rated as being bigoted.

—That American manufacturers *can* produce as good a bicycle as can be made, if they so choose, will not be seriously disputed by one out of a thousand, but that they *do* is very seriously questioned by many experienced riders. The latest pattern of domestic handicraft is now on trial, and by this time next year riders will be able to speak advisedly as to its merits. I believe and trust it will establish itself in public favor.

—The array made by you of deeds accomplished on American machines was unfortunate for your argument. Just run your mind over the list of prominent professionals and amateurs, say, for instance, Prince, Armaindo, Ahl, Gideon, Moore, Frye, Place, Smith and others, and what do they ride? And then take a bird's-eye view of the fastest time on record, and see what machine did it. Comparisons are sometimes "odorous," as you will admit. As to long-distance road riding I will see you later.

* CHANG.



The Official Organ of the Bicycle Touring Club in America.

FRED. JENKINS, - - - Editor.
CHAS. E. PRATT, - Editorial Contributor.

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NEW YORK, OCTOBER 18, 1882.

TO ALL BICYCLERS.

WE would be obliged to Wheelmen if they would send us the names and addresses of those interested in Bicycling, as we wish to spread the "Wheel Gospel" as much as possible.

THE BICYCLING WORLD.

Our esteemed and worthy friend in the East favors us with an editorial article—in fact it takes a departure—and in numerous firsts, seconds and thirds, praises and condemns us with a liberal hand.

We acknowledge the praise—in fact we openly thank our esteemed and worthy friend for his extreme kindness in giving us such a prominent place in his est—journal.

Let us examine this marvelous and wonderful production. The compliments in his "firstly to fourthly" are duly acknowledged. We pause at the fifth, and advise the reader to do likewise—just think. The *World* solemnly says: *Fifthly, It has suddenly become an active partisan of the Pope Manufacturing Company.* (The italics are ours.) What a crime that is, to be sure—a terrible crime to mention the Pope Manufacturing Co. in favorable terms; the firm that has done more for bicycling than any one in America; the corporation that came forward and assisted the New York wheelmen in their Park case, where the League declined to act, and have paid the bills incurred without a murmur; the men who, by controlling all the patents under one ownership, permit seven importers to do business upon payment of a nominal royalty, where that would be impossible were the patents held by individual owners, who would demand much larger compensation.

The *World* would be entitled to more respect were it wholly under the editor's control; but as its views are mostly those of its publishers, the editor, we are sorry to say, "wags at the will of its master." Personally, we have the most kindly feeling for the editor of the *Bicycling World*.

We do not confound the "*World's* editorial opinions with those of its correspondents," as we

know that articles have appeared in that department over an ingenious *nom de plume* that were never written by any outside contributor, but by the publisher. Take for instance the notorious, but nevertheless uncalled-for, "open letter" to Mr. Chas. E. Pratt, signed "Rhode Island." Who ever heard of an open letter without the signature of the writer? Why did not the *Beacon Park Company* put his name to the communication, or publish it as an editorial? We might go on and enumerate many other abuses which the *World* is subject to, but space forbids; the public do not care for it, and the game is not worth the candle.

We leave the reader to judge whether we are connected with the Pope Manufacturing Company, or whether we are an independent journal of 'cycling. We believe the importers are entitled to all the credit they may acquire, and we desire to give all an equal prominence in our columns. If any of them make important moves that affect wheelmen at large, we will be the first to chronicle the fact, and it will afford us pleasure in doing so. If we are an American journal we acknowledge our indebtedness to the importers as well as the manufacturers, who help turn THE WHEEL around.

WHEEL RACES

MILWAUKEE CLUB RACES.

The first race meeting, under the auspices of the Milwaukee Bicycle Club, was held at Janesville, Wis., Wednesday, October 4th. Nine wheelmen, including F. C. Bohri, L. M. Richardson and wife, F. O. Magie and A. W. Friese of the Milwaukee Bicycle Club, G. W. Dickens and Parker Sercumb, unattached riders from this city, Frank C. Terry of the Milwaukee Bicycle Tourists, and F. C. Bissell and J. H. Clement of Neenah, Wis., boarded the 4:30 P. M. train on Tuesday afternoon, bound for Janesville. At Milton Junction the party was met by L. H. Towne, of Edgerton. Arriving at the "Bower City," the wheelmen were met by a large and enthusiastic concourse of residents, many of whom had never seen a bicycle. W. T. Van Kerk, Secretary of the Rock County Fair Association, a most genial gentleman, and the "Bower City" Brass Band, preceeded the bicyclers in the march through Janesville to the Myers House, where ample accommodations and a hot supper had been provided by the Agricultural Association, likewise railroad tickets, baggage wagons, cigars, liquid refreshments, theatre tickets—in short, everything likely to make the heart of the wheelman glad. The boys all retired before eleven o'clock and enjoyed several hours of good rest, awakening at six o'clock A. M., under the sounds of loud and continued rapping by a ubiquitous bell-boy, who was up early drumming up trade—shine your boots—and dreamy pedal drivers. The races began at ten o'clock, the first event, a one-mile dash, calling out four riders, Messrs. F. C. Bohri, F. O. Magie, Parker Sercombe and A. W. Friese. The track was heavy and lumpy, and the wind blew steadily and

briskly in the faces of the competing wheelmen two-thirds of the way around the track. The race was closely contested, Sercombe winning in 3:50, Friese a close second, Bohri third, Magie fourth. The prizes awarded consisted of a finely engraved gold medal to the winner, and a nickel—"King of the Road" hub lamp as second prize. The quarter-mile dash was a hot race, Dickens winning in 55 seconds, F. C. Bissell second, L. H. Towne third, Clements fourth, and Terry fifth. Dickens was presented with a nickel-plated McDonnell cyclometer, and Bissell received a Lamplugh & Brown suspension saddle. The five-mile dash was called, Messrs. Sercombe, Towne and Friese responding. The men got away beautifully, Parker Sercombe having the pole, with Towne second and Friese on the outside. At the first turn Friese took the lead, and pushed along, maintaining a good pace throughout the race, with Towne leading Sercombe. The finish of the first mile, Towne dropped out, and Friese easily kept the lead during the next four miles, but at the distance stand of the fifth mile Sercombe suddenly spurted, winning by a length, in 22 minutes, and receiving another gold medal, Friese claiming an elegantly engraved silver medal as second prize.

The two-mile dash was won by L. H. Towne, of Edgerton, with F. C. Bohri second. First prize, a L. A. W. pendant badge; second prize, Acme bicycle stand.

The wheelmen returned home on the midnight train, well pleased with their reception.

The track is level and very smooth, and fast in dry weather. Sercombe is a coming racer, and promises well. The machines ridden consisted of a D. H. F. Premier, 60-inch roadster; 58-inch Harvard; 56-inch Special Columbia; five 54-inch Columbias, Harvards and Premiers, and a 52-inch Standard.

A. H. FRIESE, Sec'y.

TORONTO BICYCLE CLUB RACES.

The first annual tournament of the above club came off at the Exhibition grounds on Saturday afternoon last and proved a gratifying success. The attendance of visitors was liberal and all seemed well pleased with the afternoon's sport. The following is the record:

One-mile dash—1st J. Dudgeon, 3.50; 2nd, Campbell, 3.52; 3rd, Boyd.

Slow race—one-eighth mile—1st, Blanchford; 2nd, Stern; 3rd, Smith.

Boys' race—on wooden bicycles—1st, Piper; 2nd, Canall; 3rd, John Schiller.

Wooden Bicycles—Boys—1st, Brown; 2nd, Meson; 3rd, Jarvis.

Two miles, for the Club championship—seven starters—1st, Campbell, 7.21; 2nd, Dudgeon, 7.35; 3rd, Boyd.

One mile dash (open) for silver medal—1st, P. Doolittle, Aylmer, 3.54; 2nd, P. K. Stern, 4.07; 3d, Fleury, Aurora, 4.10.

Combination race—quarter mile running with machines, quarter mile wheeling machines with little wheel in air, quarter mile with small wheel in front, and quarter mile riding machine—1st,

H. Ryrie; 2nd, A. E. Blogg; 3d, Thomas Blanchford.

Fancy riding—open—P. Doolittle, Aylmer, was the only competitor, and some very fine fancy riding elicited a hearty applause.

Consolation race—1st, E. V. Eaton; 2nd, George Edwards.

The prizes were presented by Ald. Boustead. They consisted of medals and bicyclists' sundries, such as saddles, lamps, alarms, and saddle bags.

THE RAMBLERS TOP THE RECORD.

The Boston (Mass.) Ramblers' Bicycle Club on Saturday last made the longest all-day club run on record, covering 120 miles without any apparent effort on the part of the riders, who finished the long distance in splendid condition. The run was called on the Tuesday previous, so that none of the men had any training, and on Saturday morning the following named members started from Boston at 4.50: A. H. Forbush, H. B. Smith, W. P. Haskell and E. R. Benson. They reached Waltham at 5.40, then rode through Auburndale, Newton, Lower Falls and Wellesley to South Natick, which place was reached at 6.35. After breakfast the party rode back to Waltham, to Lexington, Arlington, Medford, Malden, Saugus, Lynn, Peabody and Salem, which later place was reached at 1.35, the cyclometers registering 57 miles. The riders then pushed on to Gloucester, which place was reached at 3.45. They then took the direct road to Salem, reaching there at 6 P. M. Here they were joined by several members of the Hawthorn Club, who escorted them through Swampscott and Lynn to Saugus. Here they were met by other members of the club, who rode home with them through Medford, Cambridge and Brookline, reaching Hotel Vandome at 11.50 P. M., just 19 hours from the start—the cyclometers registering 120 miles. The Boston Ramblers now hold the records for the longest club run and the four longest and individual riders in America.

ANOTHER LONG CLUB RUN.

Messrs. C. J. Krag, J. W. Wray, F. W. Flowers and T. T. Tress, members of the Buckeye Bicycle Club, as announced in our Saturday's edition, mounted their wheels at five o'clock yesterday morning and sped away for Chillicothe, the intention being, if possible, to cover a distance of 118 miles during the day, to equal or surpass the best record made in America. The nine miles to Shadeville were made in 60 minutes, the run being made by lamplight. Reaching Circleville at 8.45, the quartette rested 40 minutes for breakfast. They arrived at Chillicothe at 12.20, with wonderfully sharp appetites for the good Sunday dinner at Jake Warner's.

At 2 o'clock the start was made for the return. Circleville was passed at 4.20, where Messrs. Krag and Tress stopped, and Shadeville was passed at 7.25, 40 minutes being consumed in obtaining supper. The two plucky wheelmen rolled into Columbus at 9.10, somewhat tired,

but having stood the 100-mile ride remarkably well. It was on the programme to go on to Westerville and back, but the two travelers were not met and encouraged by any members of the club, who remained at home, and Messrs. Wray and Flowers did not feel like going on alone. Had they known, as they do now, that it was allowable to have made up the distance inside the city, they could have made 120 miles. Mr. Krag would have come on to Columbus but for the loss of part of his lamp. He and his companion came in on the midnight train. While the aim of the trip was not fully accomplished, Messrs. Wray and Flowers have the satisfaction of knowing that they made the third best run on record in America, the Boston clubs having made the other two, one of 102 and one of 118 miles.

The trip down was retarded by a stiff wind after leaving Circleville. The best time made was five miles in 25 minutes. The trip consumed 16 hours; 10 hours and 42 minutes of which were passed in the saddle.

Considering the vastly inferior roads, compared with those in and around Boston, our boys did remarkably well.—*Columbus Times*.

ÆOLUS TO THE FRONT!

THE LONG-DISTANCE CLUB RECORD BROKEN.—ONE HUNDRED AND THIRTY-SIX MILES IN 21H. 3M.

On Thursday, 5 October, six members of the Æolus Wheel Club of Worcester appeared at the Union Station and took the cars for South Framingham at 5 A. M. The party consisted of Holland, mounted on a 54-inch Expert; Midgley, 54-inch Matchless; Harwood, 52-inch Expert; Higgins, 50-inch Expert; Greene, 54-inch Harvard; and Blacker, 52-inch D. H. F. Premier. The start was made from South Framingham at 6.02, passing through Natick, Wellesley, Newtown, Lower Falls, and Watertown, arriving at the Cattle Fair Hotel, Brighton, at 7.40. Fifty-seven minutes' halt was made here for breakfast, and at 8.37 wheels were again mounted, and we passed through Cambridge, Medford, Malden and Saugus to Lynnfield, which was reached at 10.55; thence through Peabody, Danvers and Beverly to Ipswich, which was reached at 1.23, the three cyclometers registering from fifty-five and one-fourth to fifty-five and one-half miles. Four minutes' rest was taken at Malden, four minutes at Saugus, fifteen minutes at Lynnfield, and ten minutes at Danvers. Total time on road, 7h. 21m.; halts, 1h. 30m.; riding time, 5h. 51m. Dinner was taken here, and at 2.10 Holland and Midgley mounted their wheels for Worcester, passing through Salem at 3.25, Lynn 4.15, Malden 5.08, Brighton 6.07, where supper was taken, South Framingham 9.40, Southboro' 11.35, Northboro' 12.55, Shrewsbury 2.05, and Worcester at 3.05; 1h. 57m. being consumed in halts between Ipswich and Worcester. The total time for the one hundred and thirty-six miles, 21h. 3m.; halts, 4h. 14m.; riding time, 16h. 49m.

Higgins and Greene took the cars at Salem

for home. Harwood and Blacker left Ipswich on their wheels at 2.50, passing through Salem at 4.20, arriving at Lynn at 5.23, where cars were taken for home. Total time on road for the seventy-three miles, 11h. 21m.; halts, 3h. 7m.; riding time, 8h. 14m.

The Æolus boys are a little elated over the performance of Holland and Midgley, and propose to celebrate some evening this week. Which is the next club to break the record?—*Bicycling World*.

FOREIGN NOTES.

TWENTY-FIVE MILES PROFESSIONAL CHAMPIONSHIP.

The weather being fine, about 2,000 spectators assembled on the Aylestone Road Grounds last Saturday afternoon, to witness the decision of the third race for the above-mentioned championship. It might be stated that the Directors of the Aylestone Ground Company are the promoters of this event, and the winner of each race becomes the holder of the silver belt (value £25), with £15 in added money; the second man receives £6, third £3, and fourth £1. The two previous competitions were won by R. James and R. Howell respectively, and for the event under notice the following entries were received: R. Howell, R. James, F. Wood, F. Lees, C. R. Garrard, A. E. Derkinderen, and G. W. Waller. The last two mentioned, however, did not put in an appearance, and James, not having fully recovered from his recent accident, was in no sort of condition—hence his retirement before the completion of the contest. Upon receiving the signal at a quarter to five, Garrard went off with the lead, the men settled down in the following order: Garrard first, Lees second, Wood third, Howell and James bringing up the rear. No change in the position occurred during the first five miles, which distance was rubbed off in 15m. 51s., but entering the ninth mile, Howell spurred to the front. At the tenth mile (32m.) Garrard was to the fore again, Lees, Wood, Howell and James close up in the order named. A lap later the local man took the lead, and some further spurring resulted in James occupying premier position. Directly after, however, Garrard had another turn at pace making, and at 15 miles (48m. 45s.) the order was Garrard, Wood, Lees, Howell and James. During the progress of the following four miles the proceedings became very monotonous, and the twentieth mile was not registered until 1h. 6m. 53s. from the start, Wood having just previously taken the lead. Half a lap later James retired, and the mile champion took the lead, but in the following circuit he made way for Garrard again. The pace, however, was not particularly fast, it being evident that the men were reserving themselves for the last lap, upon entering which Garrard and Wood were together, Howell third, and Lees close up. Going up the road side of the ground the local man made his effort, and by a brilliant spurt he shot to the front, and was quickly leading by fully three yards, the excite-

ment being beyond description. Coming down the hill Lees lost further ground, but Garrard and Howell improved their positions. Rounding the curve the three were in close company, and a grand struggle home ensued. Wood, however, was never collared, and won a well contested race by half a yard from Garrard, with Howell close up. Lees eased on the straight. Time, 1h. 24m. 26s. Immediately upon passing the post the winner was seized by the excited crowd, and carried shoulder-high to the pavilion, amid tremendous cheering. Wood rode a new 56in. "Humber," built specially for him by the well-known firm of Humber, Marriott & Cooper, of Beeston.—*The Cyclist*.

BICYCLE TOURING CLUB.

A meet of the Bicycle Touring Club in America will be called immediately after the races at Philadelphia on the 26th October.

All members are requested to report to the Chief Consul; and wheelmen who intend joining are invited to participate in the run to Bryn Mawr, where supper will be served at a nominal price per head. The return run will be made in time to take the train for New York,

FRANK W. WESTON,
CHIEF CONSUL,
Savin Hill, Boston, Mass.

LEAGUE OF AMERICAN WHEELMEN.

The first annual run of Massachusetts members will take place Saturday, Oct. 21, 1882, starting at 9 o'clock A. M. The rendezvous will be Trinity Square, Boston, corner Boylston and Clarendon streets.

All members of the fraternity residing in the state, together with others who propose joining the league during the present year, are included in this invitation.

A state organization forming the Massachusetts branch of the L. A. W. is to be effected during the stay at Sharon.

Secretaries receiving this circular will please notify the members of their clubs, and report to the undersigned the number expecting to attend.

Your company on this run, or during any portion of it, is cordially solicited. A reply is requested before the 18th inst., signifying an acceptance or otherwise.

FRED. S. PRATT,
Chief Consul Massachusetts.
WORCESTER, Oct. 12, 1882.

FROM THE CLUBS.

HARVARD.—At a meeting of the Bicycle Club held last evening the following named officers were elected: president, Geo. B. Morison, '83; captain, R. Burnham Moffat, '83; sub-captain, Horace Binney, '83; secretary and treasurer, Frank W. White, '85. It was decided to institute a set of two-day runs, the particulars of which will be announced later. It was also decided to appoint a committee of two, with full powers to act upon the matter of holding a hare and hound chase on bicycles early in the fall.

Another committee was appointed to look up the matter of securing rooms, both for the storing of bicycles and for the regular meetings of the club. The outlook of the club for the ensuing year is very encouraging, and it is hoped that all riders connected with any department of the University will join at once.

All members of '86 who own and ride bicycles are cordially invited to join the club. The president, captain and secretary will meet all such as desire to join at 7 o'clock this evening, at No. 1 Holworthy. All other riders in college not connected with the club are also invited to be present, when the prospects and aims of the club will be talked over. The initiation fee is \$2, shingle twenty-five cents extra. No yearly dues.

FRANK W. WHITE, Sec.

DECATUR.—The Decatur (Ill.) Bicycle Club has been organized. The following are the officers: Dr. A. R. Small, president; C. L. Waggoner, vice-president; M. L. Parker, captain; Frank Curtis, sub-captain; W. H. Elwood, secretary; J. R. Roberts, treasurer. Charter members: F. P. Wells, E. W. Heilman, Benny Shockley.

SCRANTON.—The Scranton Bicycle Club have issued neat invitations for a select entertainment and sociable hop, to be given under their auspices at the Armory, on Thursday evening, October 19th, 1882. The programme will consist of a miscellaneous concert, in which leading musicians will participate; an exhibition drill by the club, and an exhibition of fancy riding by Prof. Kaufman of the Rochester Bicycle Club, to be followed by a social hop. As this is the first entertainment given by the club, it is proposed to make it an interesting event, and all who attend are assured a pleasant time. The management is in the hands of the following committee: E. B. Sturges, president; Fred C. Hand, secretary; James A. Fuller, Geo. L. Mayer, James W. Pentecost and Dr. J. E. O'Brien. With these well known gentlemen at the head we do not doubt but what the affair will meet with the success it deserves.

VALLEY CLUB.—This club was organized this summer at Newark, Ohio, and has grown steadily until it now has a membership of over twenty. The officers selected are as follows: Chas. Kibler, Jr., captain; Will Fulton, lieutenant; Robert Ridemont, secretary; F. O. Crane, treasurer. The executive committee includes the captain and treasurer, Chas. Burner and Geo. Webber.

MANHATTAN.—Mr. J. Frank Burrill furnishes the additional information in regard to date of organization, which was April 17th, 1880, and the preliminary work of appointing committees was done at the law offices of Minor & Burrill, 23 Park Row. It is a singular fact that none of the actual charter members are riders of the wheel at present.

CITIZENS.—Ten members of the Citizens' spent three days in Boston last week, and were royally entertained by the Mass. Club. The party consisted of Messrs. Dunlap, Bunn, Mason, Oliver, Smith, Nichols, Heus, Gulick,

Bryant and Beckwith. They dined with President Arthur on the Fall River boat, and report a most enjoyable trip, which is described in a Boston paper as follows: "The ten members of the Citizens' Bicycle Club of New York, who are spending a few days in this city, have managed to cover a good many miles of suburban roads in spite of the disagreeable weather which has prevailed during their stay. Wednesday was spent in riding about the surrounding towns under the guidance of members of the Massachusetts Bicycle Club. Yesterday the club joined with the visitors in an all-day run, and tendered them a dinner at the Woodlawn Park Hotel at Auburndale. Leaving the club's headquarters, No. 194 Columbus avenue, at 8:30 A. M., the party, under command of Captain C. P. Shillaber, rode to Cambridge, where the college buildings and many historical spots were visited. The ride was continued through West Somerville, Arlington, Belmont, Waltham and the Newtons, to the residence of Colonel A. A. Pope, whose hospitality was heartily enjoyed. Afterward their route was through Newton Centre and Upper Falls, stopping to test the echoes of the great bridge, to the Lower Falls, bringing up at the Woodlawn Park at 2:30 P. M. After dinner the return was made by the direct road, and headquarters were reached at 6 P. M., forty miles having been passed over. The day's enjoyment closed by an impromptu entertainment at the club rooms in the evening. The visitors are loud in their praise of our roads, bicycling in New York being attended with great difficulty, and the fine roads of Central Park being denied to them. The Citizens' Club is composed of men well known in New York business and professional circles. The president, who is one of the visitors, is Rev. Thomas McKee Brown of St. Mary's Episcopal Church. The Massachusetts Club are enjoying the company of the New Yorkers exceedingly. The visitors return by the Fall River line this evening."

What we would Like to Know.

How the Citizens Bi. C. enjoyed their trip to Boston?

Why "Chic" spells his name that way, and not C-h-e-e-k?

Why the esteemed *Bi. World* calls THE WHEEL a "bellicose contemporary?"

Whether the *e. B. W.* has caught the W. calling names?

Why the editors and publisher of the esteemed *Bicycling World* print their views over *noms de plume*, or in the correspondence columns?

Why they squeal when the paper is said to favor such views?

Which will be the next club to excel in long distance riding?

What wheelman would miss the Philadelphia meet, if he could help it?

Whether President Pratt enjoyed entertaining President Arthur?

Why the former didn't take the latter to the Boston Bi. Club House?

Whether the two presidents wouldn't then have compared cabinets?

Whether the author of "The Tariff Question" in the *Wheelman*, gives the actual figures on cost of bicycles?

Whether Chief Consul Weston will describe his visit abroad for THE WHEEL?

COMING EVENTS.

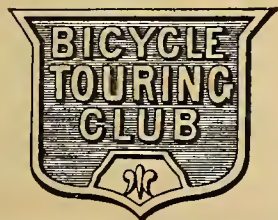
LEAGUE RACE MEETING.

The annual fall and championship races of the League of American Wheelmen will be held at Beacon Park, Boston, October twentieth, at three P. M. All entries to be made with S. Arthur Marsden, New Haven, Conn., or Vendome hotel, Boston, up to time of race.

Per order, S. ARTHUR MARSDEN,
L. H. JOHNSON,
L. A. W. Race Committee.

October 26. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

'CYCLING INSTITUTIONS.



Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees \$2.50, which includes silver badge. Annual dues 75 cents.



LEAGUE OF AMERICAN WHEELMEN.—Applications for membership should be sent to Kingman N. Putnam, Secretary, 54 Wall Street. Membership fee \$1.00 per annum.

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PHILADELPHIA, PENNA.

Thursday, 26th October, 1882.

Grand Bicycle Meet
IN FAIRMOUNT PARK,
AT 10 O'CLOCK, A. M.

Race Meeting at the Gentlemen's Driving Park, near Belmont Mansion,
at 3 o'clock, P. M.

PROGRAMME: GRAND PROCESSION.

FIRST EVENT.

COMPETITIVE CLUB DRILL in Club squads of eight. Prize, a Banner composed of the winning Club's colors.

SECOND EVENT.

BEST FANCY RIDING. Single. Prize, Gold Medal.

THIRD EVENT.

ONE MILE RACE, in heats. Open to all Amateurs. Three fastest winners, and second man in fastest heat, ride in final.

FOURTH EVENT:

TWO MILE HANDICAP. 200 yards limit. Open to all Amateurs.

FIFTH EVENT:

ONE MILE RACE FOR NOVICES. Open to all never having won a first prize.

SIXTH EVENT.

HALF MILE DASH. L. A. W. men only.

SEVENTH EVENT.

FIVE MILE HANDICAP. All Amateurs.

Prizes in each race will be Medals: Gold to first and Silver to second.

Entries should be sent to Geo. D. Gideon, 2023 Ridge Ave., Philadelphia. Entries close October 20th. Fee, each event, \$1.00, returnable to starters.

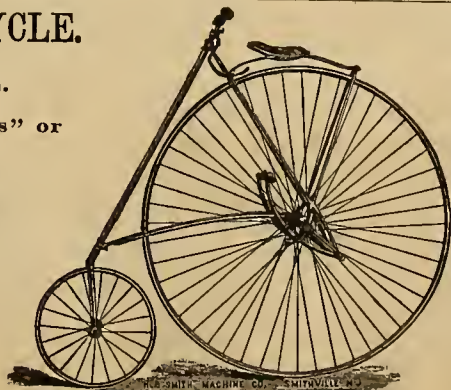
A general invitation is extended to Wheelmen to take part in the Meet and Races.

H. A. BLACKISTON, Secretary,
3905 Chestnut St., Phila.

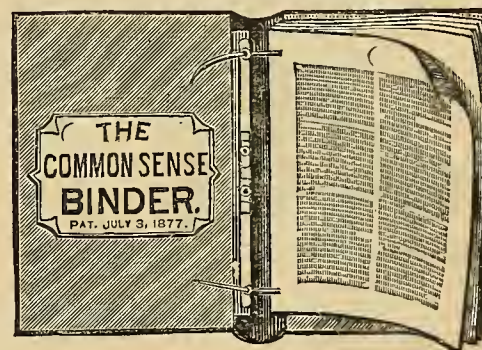
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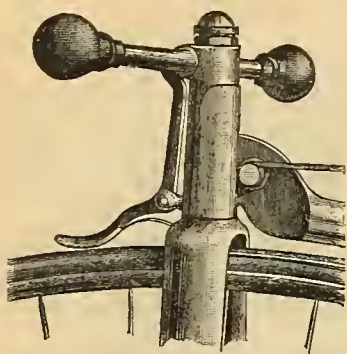
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