

# THE WHEEL.

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 22.]

NEW YORK, FEBRUARY 28, 1883.

[WHOLE No. 74.]

## EDITORIAL JOTTINGS.

Exit William.

The dear fellow could not help giving our editorial ribs an editorial dig, which, far from inflicting pain, has tickled us immensely.

Call the roll! Weston, Pratt, Harrison, and Gilman—where are they all? And now comes Dean with his well-known *nom de plume*, which, by-the-way, all the English papers have exposed. How he will succeed we have yet to learn. Our expectations run high.

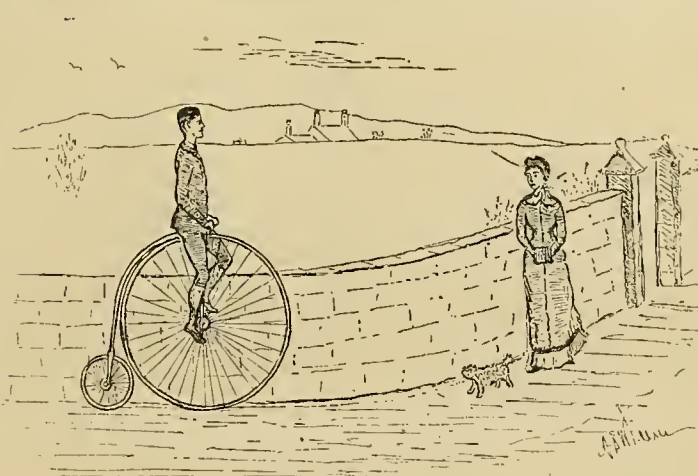
The president of the Chelsea Club is respectfully invited to attend the League Meet in New York City, May 30th, 1883, at 10 a.m.

But why have the Meet May 30th, merely because it is a holiday? Of all days it is the most inconvenient. Many wheelmen are in the ranks of regiments, or members of the Grand Army, who have their parades at home, and who would rather not sacrifice them for a League Meet. Why not have the Meet come earlier, say on the 18th or 19th. Many wheelmen would start only the night before, and they would have over Sunday in which to return.

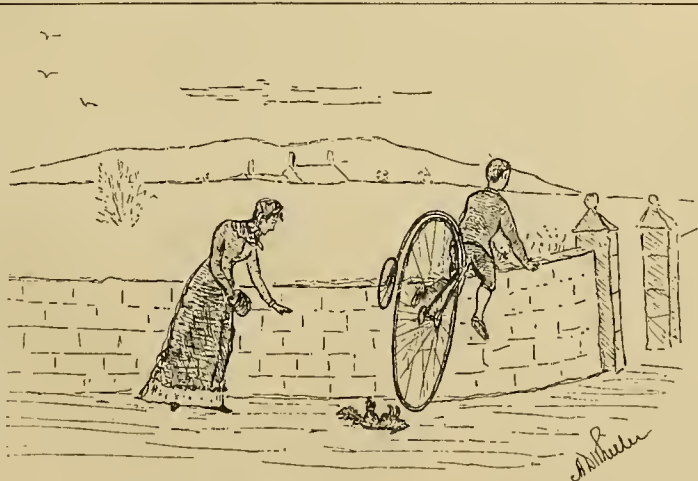
The last B.T.C. Gazette brought with it a sample of the cloth adopted for the new uniform. It seems very serviceable, and doubtless many will order suits for all-around riding.

Our correspondents will please bear in mind that Monday morning is the latest date that we can conveniently receive copy. Our post-office is so slow here, that papers mailed on time rarely reach subscribers, even in the city, within twenty-four hours, and is the source of considerable complaint. We shall probably change the date to later in the week, upon the first issue of the *Amateur Athlete*.

The *Bicycle* has taken to illustrations, but with doubtful success, judging from the last



JONES TRIES TO MAKE AN IMPRESSION—



AND MAKES A DEEP AND LASTING IMPRESSION—ON FIDO.

for each State organization, who should perform the duties of those offices, in their respective districts—the treasurer to receive the dues, and turn over to the League Treasurer, say twenty per cent. of the amount received. This would relieve the present incumbents of a vast amount of labor, which few realize, and still less appreciate. Abolish the Annual League Meet, or have it occur at intervals of, say three years. Let the States govern themselves in a measure, establish their own division meets, and bring the League nearer home to every man. The present system is a good step in that direction, and has worked well, but there is still room for improvement. There is a vast amount of clerical labor, which, if distributed among many, could be materially reduced. There could be the governing body, consisting of the Chief Consuls and Representatives from each State, who should meet annually, or semi-annually, to discuss the important questions of the day, and each State who desired a Representative should arrange to pay a portion of the expenses of its delegate. In small States, where the League membership is limited, a combination could be made with one or more adjoining divisions and good results obtained. We are not criticising the League, as we feel more hopeful in obtaining beneficial results from it than ever before. We merely wish to throw out a hint in view of the coming officers' meeting.

It is proposed to alter the name of the Bicycle Touring Club, and a voting blank has been sent to each individual member, for an expression

of his opinion, the same to be filled out and returned to the Secretary without delay. As a member, we think that perhaps as long as a change seems probable that the substitution of the word 'Cyclist' for Bicycle would be the best solution of the problem.

Mr. Geo. W. Hendee, of Springfield, has been delighting the citizens and wheelmen of Nashua and vicinity with his aptly-executed tricks on the bicycle, at the City Hall Parlor Skating Rink in Nashua, and at a rink in Milford.

issue. It seems a pity that such a bright journal as it promised to be should be so largely made up of clippings. It has also become somewhat mixed in regard to the recent professional tournament held in this city.

Washington's Birthday was appropriately observed in wheeling circles. The Citizens Club turned out fourteen men for their initial run, in spite of the muddy roads.

Why not provide a secretary and treasurer



Chief Consul Weston promises us for our next number an outline of the plan for the proposed English tour, which it is intended to commence the latter part of next July. The party is to be strictly confined to members of the B.T.C.

\* \*

Mr. S. T. Clark, of Baltimore, sailed from Liverpool on the 22d of February, and his early arrival is expected. Mr. Clark visited the Stanley Exhibition, with the Rennyson Safety Handle-bar, and induced many prominent English riders to test it. He writes that the space allotted him was too small for riding room, but that he persuaded many to sit on the machine and unceremoniously dumped them over, with great success, as each one landed safely on his feet. The *Norristown Times* says that "The Englishmen take to it at once. Hewitt Griffin says it is the best thing America has done for the modern bicycle."

No. 10 showed another Yankee idea, viz.: a safety automatic detachable handle-bar, which has the remarkable power of being rigid and firm, but coming off bodily on a cropper taking place, thus landing the rider on his feet. Mr. Clarke is the sole American, and Andrews the English licensee, and it should be a good thing. —*Cyclist*.

\* \*

The *Bicycling World* says: "To our thinking, the dullest and dreariest reading in a newspaper, is the usual editorial 'leader,' and unless it contains something of unusual practical interest we either skim or skip it altogether." Yes, it is very dreary, when we read further on that "it has now, without question, more readers among wheelmen in this country, than all its 'cycling contemporaries combined." How very sad and dreary when we contemplate that our friend, the *Wheelman*, has a circulation which is never less than four times that of the *World*, to say nothing of the number of copies THE WHEEL sends out. If you want the figures, friend *World*, we will accommodate you.

#### SELAH "GOES TO THE IXION'S RECEPTION."

The gray dawn of Thursday passed into the silver morn, morn waxed into leaden noon, and noon into sombre night, and still the hands of all the clocks in New York seemed engaged in a slow race to see how long they possibly could be in reaching the figure ten on the twelve-lap track on which old Father Time runs his daily race. The sleet was driving in slanting lines from the north, and the wind was whistling through the structure of the elevated road, as I landed from my carriage (a Broadway car), at Trenor's to be received by the Ixions. I decline here to make any allusions to the absence of President Arthur, Governor Cleveland, Mayor Edson, or Ben Butler, as they were conspicuous only by their absence, which was more than compensated by the presence of all the Ixions, and others well-known in metropolitan wheel circles. Till after the small hours the music and the dancing kept up, and then the lights and dancers both went out, and the first bicycle reception of the Ixions was finished successfully, and—it still rained.

#### THE ENTERTAINMENT AT SPRINGFIELD.

When the Springfield Bicycle Club undertake a thing they have a way of putting it through in shape, and last night's concert, exhibition and ball was the greatest triumph they have ever had. City Hall wasn't large enough to accommodate the audience, and the city fathers were packed away on the platform like sardines in a box. The main decorations were

the same as at the Turner's ball the previous evening, but in honor of the day an equestrian statue of George Washington calmly viewed the proceedings from over the Aldermen's heads. The sides of the hall were decorated with banners bearing the names of the most prominent bicyclists. Little's band began to play promptly at 8 o'clock, and at the first trumpet sound sixteen members of the club made their entry. The first burst of applause was given when George Nash rode into the center of the hall, halted his steed and critically watched the movements of his comrades. "Prof." Wilmot then essayed the clown's part, and, dressed as "Peter Smith," did some exaggerated tumbling which excited a little applause. He finally capped the climax in genuine circus style by jumping out of his old clothes and doing several skillful feats. After Whipple and Dumbleton's creditable double riding, Burt Pressey drove out his "Star" machine. He is a very graceful performer and did some clever work, winding up by jumping easily over his steed.

The old hall fairly shook as Hendee rode into the arena. He wore his new suit, and a dozen emblems of triumphs glittered on his breast. He first sat perfectly still on his tractable steed without touching the handles, then with his feet off the pedals, and did other adroit feats, such as riding on one wheel without touching the handles. But his great achievement came last, and before he attempted it President Ducker announced that Hendee was the only bicyclist who had performed the feat successfully. This was to ride the large wheel without the slightest support, both the small wheel and the saddle having been taken off. The crowd went fairly wild when the young champion vaulted on to the pedals and rode swiftly around the hall. But this didn't satisfy him, and, jumping off, he did it again and again. Wilmot next appeared in a very gaudy suit and mixed himself up with his wheel in a very confusing manner. His prettiest trick was picking up a handkerchief without touching the floor, although his feat of riding with both feet on the saddle and his knees on the handles was warmly applauded. George Nash then rode on one wheel without touching the handles, and did other creditable feats. Eight members of the club next wheeled into the hall and gave the finest drill ever seen in Springfield. The evolutions were executed with the utmost precision.

But the best part of the entertainment came last, in the double riding of Wilmot and Aldrino. Both are athletes and were dressed in tights. They simply waltzed over, under and through the bicycle in such a variety of ways as to elicit the heartiest applause. The exhibition was over at just 10 o'clock, when the grand march was led by President Ducker, and before morning sixteen figures had been danced to music by Bryant and Little's orchestra. A small army of visiting 'cyclists participated. —*Republican*.

#### CORRESPONDENCE.

##### GOSSIP FROM THE KLUB KAT.

*Editor of the Wheel*:—As was quite correct and proper, the City of Washington celebrated Washington's Birthday. The Capital Club, of course, bore its share of the public entertainment, and at 10.30 a.m. turned out to the inspiring notes of the bugle, thirty-five strong. At the east front of the Capitol, arrangements had been made for an instantaneous photograph of the wheelmen on the march, but the sky was too dark, and the scheme had to be given up. The parade was continued through the principal streets, and the monotony was broken by a general ringing of bells as we

passed a house in whose feminine inmates any particular member was supposed to be interested.

At the Metropolitan we were greeted by a lusty "good morrow, good brothers," and were rejoiced to see Ned Hayden, Joe Chesney and Shone, of the Maryland Club, who had come over for a run. They were received with loud acclaim and fell into line in a manner which showed that jolly Capt. "Al's" training had borne good fruit.

Approaching the White House grounds, Captain Seely audaciously led the line up the broad carriage drive in a solid body of nine platoons of four. Chester wasn't there to receive us, as he had not been notified, but Hart of the Waverly (N. Y.) Bi. Club, and Louis Elmer, of Jersey City, stood upon the portico, hat in hand and hand on heart, and, with a couple of darkies behind them for a *suite*, answered just as well.

By-the-way, bicyclers generally don't know the President's answer to the committee from the Capital Club, who interviewed him in reference to reviewing the wheelmen's parade, on Nov. 29th last. After listening to the committee, Mr. Arthur said: "Yes, I see no objection to it; people will laugh, and say that I will review a procession of wheelbarrows next; but I do not look at it in that light. I consider bicycling a manly sport, and am glad to do what I can to encourage it."

How I wish you New Yorkers, accustomed to your narrow streets, could have seen the line fall into platoons of sixteen across K street, from curb to curb. A general migration from New York to Washington would have been the result. Well, to cut it short, the run ended, finally, and then the rain came, and the rest of the daylight hours were spent at the club rooms, with whist, chess, checkers, dominoes, billiards and universal howling.

At 7.30 p.m. the day really commenced. Some forty or fifty men gathered at headquarters, and an immense picnic lay-out was consumed to the last crumb. The ceremonies proper were begun by a hymn to the celestial Cat, sung in solemn chorus. This was followed by personal reminiscences of the immortal George W., by Dr. Berryhill. The Doctor, we are sorry to say, was not in an eulogistic humor, and gave George 'fits,—cast discredit upon the cherry-tree story, told of his shady real estate speculations, and of how he drew his pay in gold (not in Continental money) all through that dreary winter at Valley Forge, and of how his farewell speech was not original but written to order.

As he closed in silence, Mr. Secretary Moses arose and moved that in view of the points developed by the Doctor, the meeting be changed from a Washington's Birthday celebration into an "experience meeting." Unanimously carried.

Brother Owen said that, speaking of historical events, he would give us a few *new facts* about the classical first "Wheel around the Hub." Then followed an account of Cragin's midnight parade in fairy costume, and of certain points connected with hill-climbing, about which Boston accounts have hitherto been comparatively silent.

Each brother around the circle then told the circumstances of his "worst header." The dog act, the mule act, the stone-wall, the butcher's cart, the canal, the frog pond, each had its advocate; but the red herring was finally awarded to Judge Fox, for his animated description of the dirt-pile trick, accompanied by facial contortions.

And so it went on. We ate ourselves sick, sang ourselves hoarse, talked one another crazy; but every man is willing to take oath that he had an extremely large time. OLIVER.



## FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

## FIXTURES.

SATURDAYS—Musical evening at the Citizens' rooms, 2 East 60th Street, at 8 p.m. All invited.

MARCH 17.—Second Annual Dinner of the Kings County Wheelman. Particulars later.

MARCH 3.—Entries close for the five mile handicap (sanctioned by the L.A.W.) at Industrial Hall, Broad and Wood Streets, Philadelphia, March 10th, at 7:30. Fee, fifty cents, to H. B. Hart, 813 Arch Street, Philadelphia, Pa. On the same evening, Woodside and Morgan will ride a twenty-five mile race, for a purse, and Miss Maggie Wallace will ride five miles against time, being her first public appearance in America. An exhibition of fancy riding is also promised.

FOSTORIA B. T. C.—“The Fostoria Bicycle Touring Club” was organized in the *Democrat* office on Monday, Feb. 12, nine persons signing the constitution. The officers elected were as follows: President, A. E. Mergenthaler; Captain, H. E. Mickey; Secy.-Treas., J. S. Brown; Bugler, Curt Schaufelberger; Draughtsman, Frank Schaufelberger. The latter officer is something new among 'cycle officers. The duties assigned him by the club are to prepare plans of roads in the vicinity, throughout the State and neighboring States, to give population and distance to towns, the best route, etc. The club issued the following greeting:

“To the Wheelmen of America: Having organized a club to protect the interest of Fostoria wheelmen, and for the furtherance of 'cycling interests generally, we extend our courtesies to all visiting wheelmen, and will furnish tourists visiting the city plans of routes to surrounding cities, with hotel rates, &c. The hospitality of the Fostoria Club is extended to wheelmen everywhere.”

The club transacted some minor business and adjourned until next Wednesday eve, when its first regular weekly meeting will take place. The wheels ridden are all “Standard Columbias,” 58 being the largest and 48 the smallest wheels.

Visiting wheelmen will find members at the *Democrat* office or at Chas. Hoy's drug store. Yours, respectfully, “THE CAPTAIN.”

BUFFALO.—At the regular meeting of the Buffalo B. Club, held last evening, the following officers were elected: President, F. F. Williams; Vice-President, J. E. Danelson; Captain, Geo. Dakin; Recording Secretary and Treasurer, J. O. Munroe; Corresponding Secretary, C. K. Alley. There was also a committee appointed to select a new uniform which will be adopted at next regular meeting. Everything quiet here. Yours fraternally,

C. K. ALLEY, Cor. Sec'y.

## A RIVERSIDE INCIDENT.

## II.

The glorious effulgence of a Winter's morn shed its silvery rays upon the broad expanse of glittering roadway, as St. James Simpson gracefully took the pedal-mount into the saddle of his steed of nicked steel, and swiftly winged his way toward the castle of the fair Estelle O'Houllihan. To such as he—a triple combination of lover, fool and bicyclist—all nature seemed decked in her finest jewels, and already in the dim vistas of the future he saw promotion to the hair-pin counter, and an increase in salary sufficient to warrant him giving the haughty Estelle a seventy-nine-cent pair of diamond earrings. Spurred on by such ideas of future wealth and extravagance, harder his feet pressed the pedals and swifter turned his silvery wheel, until soon, perched upon the

rocks of Shantytown, loomed up the castle of the last Count of the O'Houllihans. As it lay bathed in all the romantic glory of the moonlight, his heart swelled with pride to think that he should be the accepted lover of its owner's fair daughter, and that at some future time he, too, should reside within its noble halls. To dismount and hasten to the drawbridge of the castle was for St. James but the work of an instant, and to sound upon his callopie the signal to the warder and clasp the ethereal Estelle to his manly breast, all takes less time than it does to chronicle it. “St. James” said Estelle, after he had thawed out his pet bunion and driven the family goat from off the Peruvian ottoman (*i. e.*, a nail-keg upholstered with antique copies of THE WHEEL)—“do you yet love me with that unalterably unspeakable, undying affection of which you have been wont to tell me during the mad revelry of a Third Avenue horse-car ride?” A frightened please-don't-let-the-dog-go-if-you-love-me-look flitted across the face of St. James Simpson as he said: “By yon pale orb, the queen of night, by all that makes earth beautiful and great, I swear that my love for you is as pure as the white beard of thy family goat. But why ask me such questions?”

Impatiently sweeping aside the rich drapery of six-yards-for-a-quarter-and-a-chromo-calico that composed her reception dress, and fell in shimmering folds around her beautiful feet, she said in tones of icy coldness that rang through St. James ears for many a day thereafter—“Then why have you broken man's most solemn promise to the woman he loves, and have not brought those glories of a woman's heart which sordid man calls matinee tickets.” Slowly the family goat paused in his solemn meal of ancient hoop-skirt with tomatoe (can) sauce, and down the furrows of his venerable face trickled a silent tear as St. James Simpson, crushed by the enormity of his offence, rushed from the presence of Estelle O'Houllihan.

## What the Owl would like to know.

If President Ducker, of the Springfield's, will accept my sincere thanks for his very cordial invitation to join his club at their past festivity, which I was unable to accept, owing to the immense strain I am now undergoing from having my usual naps in Central Park disturbed by bicyclers who, for the present, have forsaken the steed of steel for the skate of same, and makes me more than weary by “spooning in the moonlight?”

If the portrait I am having made for the head of this column will be accepted by those of my numerous admirers who have written me for my picturegraph, as a substitute therefor?

If the “Amateur Athlete” will accomplish what is expected for it?

Where a more perfect picture of a youthful bicyclist can be found than the one sent the Ixion Club by their friends the Buckeye's?”

If the “Vet” isn't going to print a refutation of the base insinuation of the WHEEL's Boston correspondent that he will yet become a professional?

Whether the residence of General Viele, of the new Board of Park Commissioners, being on the Riverside drive, won't interfere somewhat with surreptitious rides there by moonlight this coming Summer?

If it is true that Lynch, that alleged professor of bicycle repairs, is now engaged in destroying the K. C. W.'s machines under the pretence of repairing them?

Where a more lucid and learned protest can be found than that of “Cyclos” in reply to Capt. Will. R. Pitman's letter against the danger and injury of riding wheels that are too large?

Whether “Kol Kron” isn't a “little off” when he tries to defend bicycle riding on the sidewalks?

Whether State Consul F. G. Bourne, in his present trip to Chicago and Milwaukee, will call on the local clubs there and show them what a New York bicyclist is like?

If Schwalback isn't wrong when he says that there are no nicknames in the “K. C. W.'s.” How about “Dutchie?”

What “Citizen” Center thought of the “Farmer's Daughter?”

Whether even the elements are not against bicyclers and bicycling in New York?”

If “Campanini” Newman did not monopolize all the attention of the evening?”

If Capt. Pit was not a living example of “two B or not to be?”

## AMUSEMENT NOTES.

This is the last week but one of that popular comic opera, “The Queen's Lace Handkerchief,” at the Casino.

Siberia, judging from the accounts of its first production in Chicago, will have a successful career at Haverly's.

Lovers of laughing should see Thatcher, Primrose, and West, at Niblo's this week. Among their newest hits is the telephone act, which is exceedingly amusing.

Old Shipmates, at the new Cosmopolitan Theatre, is drawing good houses. Mr. Mor-daunt is a fine character actor.

## A SEPTEMBER RUN.

On the morning of September 16th, 1882, three members of the Rutland Bicycle Club were assembled at headquarters ready for the signal to start; they were Captain Knapp, Geo. Tuttle and the writer, and were mounted respectively on a 52-inch Harvard, 48-inch Expert and a 50-inch Expert.

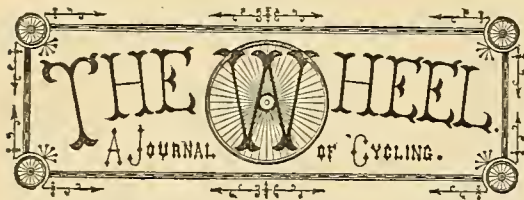
Promptly at seven o'clock a start was made; it was just after a hard rain, and the roads were hard and smooth with the exception of a few soft spots. We were scarcely out of the village when the first hea—, I beg your pardon, dismount was taken by Knapp, much to the amusement and gratification of a party in a buggy who were following us; no damage being done, however, we started along again and were soon flying down a long hill “legs over.” No sooner had we reached the bottom than we resumed the pedals for a short pull up another hill, and then down we went again into and through a lot of black mud at the bottom, and for about a mile further the road was quite muddy.

After wheeling through the mud, however, we had a short stretch of hard level road, over which we spun at a lively gait and into the village of West Rutland. We passed through without a dismount, and then down a long grade, which we coasted, and up again on the other side of the valley.

We glided along in this way for about nine miles, and then dismounted to refresh ourselves with a drink of spring water. (I should like to say, here, that this is one of our finest roads, and that we can leave Rutland and ride through to Hydeville, fourteen miles, without a necessary dismount, some of it is perfectly level and nearly all of it is of hard river gravel.)

(TO BE CONTINUED.)





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#### TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Saturday morning at the latest. Make all Checks and Money Orders payable to OLIVER & JENKINS.

#### NOMINATIONS FOR STATE OFFICERS, 1883.

(Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.

Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.

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#### WHAT CAN IT SAY TO THIS?

From time to time it has been our duty as a fair and impartial exponent of American bicycling, and also as a friend and supporter of the League of American Wheelmen, to protect it somewhat from the attacks of the journal, which has been for the past two years, specially honored and selected to convey the news of that body to its members, and, as the "official organ," should be expected to uphold and sustain, in a measure, the principles of the organization, and encourage it by kind words and suggestions when opportunity presented itself.

This course has of late, no doubt, been somewhat wearisome to the average reader, as a newspaper controversy is not the most pleasant thing imaginable, and we would gladly refrain from provoking another opportunity for an extension of hostilities were the

case not of sufficient importance, that, to let it pass, would be doing a great injustice to the League. We would pass over without remark the many bitter paragraphs and flings that our contemporary, the *Bicycling World*, has thrown in the face of the League, as we all know the direct cause for the same; but when the editor of the official organ of the L.A.W., openly and without attempt at apology, urges a representative of a prominent club not to allow his club to join the League, raising the too well known cry that the League is of no benefit to any one, etc., etc., we think it time to enter a vigorous protest.

While a paper remains the representative of any organization, it is, as a duty, bound to sustain its principles, and if its course of action is not such as to warrant its approbation, there is the remedy of manly and straightforward criticism, or else a resignation of its title of "Official Organ." To present through its columns an ever-changing face, and at the same time letting pass no opportunity to destroy it behind its back, is hardly the allegiance the League expects or cares to have. We all have a right to our private opinions, but it is often best to have them remain unsaid. We are sorry our friend so far forgets himself as to allow private opinion to overcome his judgment. The League certainly needs all the support it can obtain, and if its "official organ" by word of its editor, repudiates it, to whom can we look for support?

#### OUR BOSTON LETTER.

Alas, and well-a-day! We have lost our sage of the *World*, for he has disappeared from out the editorial chair, and the haunts that have known him shall know him no more. No more shall we have, from his drowsy pen, prosy leaders on the League; no more will he write scathing articles on questions of the day, throwing mud on us poor Boston men and then come to us and say, "Hodges told me to do it;" but in his place we find a *well-known Boston lawyer*, Mr. Joseph Dean, B.B.C., L.A.W., B.T.C., etc., better known to your readers, perhaps, as London W. or Billy Bernhardt. With this change I look for a change in style in the *World's* columns. We shall miss the "carping critic," but we shall gain, I hope, articles on wheels and wheeling written in such a style as will make the *World* an authority in America as the *Cyclist* is in England, a position it is far from occupying now. Mr. Dean entered on his official duties on Friday last, and will give us his first editorial this week. I hope he will start some interest in the State L.A.W. elections, for the time is near at hand and not a word have I heard yet in regard to a new C.C. or any other officers. Speaking of elections reminds me that I heard the Massachusetts Club are to elect a Vice-President at their next meeting. If they do he will be the first officer of the kind in the city.

The Institute Races, under the auspices of J. S. Prince, came off on Thursday last (Washington's Birthday), and were in point of management and attendance a complete success, but as for the interest they created in the minds of most bicyclists they were rather behind her former exhibitions, for Boston 'cyclists have got so used to seeing Prince and Frye race that a race without any "cracks" in it seems rather

flat to them; and then just think of the difference between seeing Burnham beat one of our own men and watching him take the starch out of some New York flyer.

The first event was the first heat of the one mile race for gold and silver medals with S. S. Mott of Hebronville, Burnham of Newton and H. M. Sabin, of Boston, as starters. At the crack of the starter's revolver three got away in a bunch, with Burnham leading and Mott and Sabin at his heels. At the end of the first lap Mott was edging up to Burnham, while Sabin kept a steady pace slightly in the rear. The men held their positions until the fourth lap, and it was plain that Burnham had things well in hand and was riding a waiting race, but in the fourth lap Sabin started for Burnham in a way that meant business, and then the race was a struggle for the lead 'twixt he and Burnham clear to the finish. Burnham succeeded in crossing the line a few yards ahead in the fair time of 3.10½, with Sabin 3.11 and Mott some seventy yards in the rear.

Next came a two-mile novices race for men who had never won a prize. This brought out a good showing of future champions in the shape of Frank S. Lord, East Boston; James Hughes, South Boston; Silas L. Howes, Brocton; C. A. Owen, East Boston; P. L. Aubin, Newton; F. Morris, Newton; R. A. Neilson, Boston, and Fred. F. Seavey. With so many men it was impossible to start them all abreast, so they were placed in three rows and were started very slowly to avoid a smash up. Before the race a protest was entered against Neilson on the ground that he had raced for money and he was barred out; but, nevertheless, the judges allowed him to start, though for what reason I couldn't discover. The men got away in good shape, and at the close of the lap came straggling down the stretch with Lord at the head, Neilson at his little wheel, Howes third and Morris bringing up the rear. On the next lap Neilson took the lead and steadily increased his distance until the finish. The main interest now lay in the contest for second place; first Howes would shoot ahead, and then Seavey would wrest the lead from him, with Lord and Aubin spurting near him. All this time Morris was slowly but steadily gaining on the leaders, until at the beginning of the seventh lap, when Seavey had polished off all the men but Howes, and was just putting the finishing touches on him, Morris drew up alongside as fresh as a daisy, and it must have made poor Seavey's heart droop to see the easy way in which the Newton man sailed along. Morris and Seavey now spurted side by side, first one and then the other leading until at the finish of the ninth lap, when Morris by a gallant spurt gained several lengths and succeeded in holding it to the finish. Neilson finished a long distance ahead of Morris, but no attention was paid to him; his time was not taken nor was he awarded the gold medal which fell to Morris, leaving the silver for Seavey. Time: Morris, 7.4½, Seavey, 7.6½.

The next contest between John Wilson of Boston and C. J. Young of Boston, was an easy walk-over for Young, who took the lead at the start, and keeping steadily at his work he fast left Wilson behind, and before the fourth mile was reached was at his heels and easily passed him in the spurt on the last lap. The distance was five miles, prize a purse of \$50 and a gold medal from Prince to the man who beat 17 minutes. Won by Young in 16.35. Wilson's time for the last mile was not taken. The second heat of the one mile came next, and was the prettiest race of the afternoon; Sabin, Mott, and Burnham started as in the first heat, and there was one continual spurt between Sabin and Burnham clear through the laps. The wheels rushed along side by side, and neither



seem to gain until on the home stretch, in the last lap, Sabin won a slight lead. It was an exciting moment for the Boston men; for Sabin is comparatively a new man, and the idea that he was beating the favorite Burnham was more than they could stand. They shouted to B. in a way that made things ring, and well did the favorite answer to the call; the spurt he put on was beautiful to see, and it answered its purpose in passing him over the line scarcely a hand's breadth ahead. This settled the mile race and gave the gold to Burnham and the silver to Sabin. Time of last heat, 3.16½.

The mile handicap for boys under 12 was a comical affair. E. H. Logwood, of Cambridge, scratch, was mounted on a 42, while little C. Wilson of Boston, brother to Wilson the prof. who was at 100 yards, was on a small child's iron bicycle, scarcely 32 inches high. Logwood easily made up his handicap and won the medal.

Sixth on the programme was a walking match by two U.A.C. men.

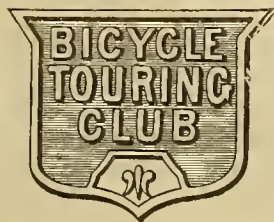
The seventh event was for the five mile championship of the Bay State Wheel Club of South Boston. Frank R. Miller and W. Baker, Jr., were the only contestants. The race was a walk over for Miller, who won by a lap easily. It was plain from the start that Baker was no match for his club-mate, and that Miller could beat him another lap if he pleased; the time I didn't take—it wasn't worth the while. Prince was billed to beat the best two mile record am. or prof., and the way he did it was fine. Making a good start he settled to work in his usual style. Burnham picked him up at the third lap, and set the pace for a half mile, when he eased up and Prince pounded away alone for ten laps when B. took the lead again and pushed the pace until the finish, when Prince went by like lightning and came home in fine style. Time of first mile, 2.59; two miles, 6.11½, beating Moores' 6.14 and Frye's 6.26, the best am. and prof. records.

The officers were: Judges, C. Howard, A. C. Handy; Referee, E. E. Merrill; Timers, J. G. Lathrop, A. L. Esterbrook, W. J. Walsh; Starter, F. B. Carpenter; Scorers, A. L. Flocken, A. H. Forbush, W. P. Haskell; Clerks of the course, A. L. Atkins, H. Corey, J. F. McClure.

I did not see you there, WHEEL. I was in hopes I should. I wanted to show you the man who had your umbrella; but I did see "Pit." rushing around; he dropped in on us on his way to Springfield.

Telzah left his Bank for awhile and came there too, and the new editor of the *World* shone on us also.

CAMBRIDGE, February 25th, 1883.



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 cts.

#### APPLICATIONS.

W. C. Johnson, Newbury, Mass.; G. P. Davis, 30 Woodland Street, Hartford, Conn.; W. Rennyson, Norristown, Pa.; A. G. Powell, 218 South 10th Street, Philadelphia, Pa.; W. B. Everett, 228 Washington Street, Boston, Mass.

#### RENEWALS.

W. V. Burt, 702 Tremont Street, Boston, Mass.; F. A. Miller, Susquehanna, Pa.; E. C. Lee, 40 State Street,

Boston, Mass.; C. A. Hazlett, Portsmouth, N. H.; W. H. Miller, Box 245, Columbus, Ohio; F. A. Coleman, Windsor Hotel, N. Y. City; F. S. Harris, 718 Arch Street, Philadelphia, Pa.; G. F. Craven, 1442 North 7th Street, Philadelphia, Pa.

#### APPOINTMENTS.

Ed. L. Pierce, Jr., of Milton, Consul for Milton, Mass.; Howell Stewart, of 426 6th Street, N. W., Consul for Washington, D. C.; Chas. L. Clark, of Newton, Consul for Newton, Mass.

#### NOTICE.

With the February number of the *Monthly Gazette*, which each member may have received before this notice goes to press, there will, probably, be enclosed a pattern of the cloth adopted for the new B.T.C. uniform. Advices, as to cost, have not yet reached this country; but in all probability the price of a quantity of cloth sufficient for an entire suit will be about \$10, landed in Boston. Arrangements for the supply of the cloth to (only) members who desire it will be made with as little delay as possible; and those clubs which are contemplating a change in uniform, and whose entire active membership have joined the B.T.C., are requested to bear in mind that, for utility, durability and comfort, as well as for attractive appearance, the new club uniform of the B.T.C. will be found worthy of adoption.

## League of American Wheelmen.



Applications for membership should be sent to Fred. T. Sholes, Secretary Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

#### BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.  
Vice-President—A. S. PARSONS, Cambridgeport, Mass.  
Cor. Secy.—FRED. T. SHOLES, Cleveland, Ohio.  
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.  
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

#### STANDING COMMITTEES.

Rules and Regulations.—W. H. MILLER, Columbus, O.; F. S. PRATT, Worcester, Mass.; C. H. LAMSON, Portland, Me.

Rights and Privileges.—A. S. PARSONS, Cambridgeport, Mass.; F. T. SHOLES, Cleveland, O.; W. V. GILMAN, Nashua, N. H.

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Racing.—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2,023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St., San Francisco, Cal.; FRANK E. YATES, Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

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#### TO LEAGUE MEMBERS:

At the meeting of the Board of Officers, held in Boston, October 20, it was voted that a "list of Candidates for membership and also special notices of league matters" be furnished THE WHEEL at the same time as the official organ. Members will see that by subscribing to THE WHEEL, they can obtain all the necessary information promptly and at a moderate expense.

#### APPOINTMENT.

Chief Consul N. Y. State—DR. N. M. BECKWITH, 21 West 37th St., New York.

Editor of the *Wheel*.—The following applications for Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,

FRED. T. SHOLES, Cor. Sec., pro tem.

#### Lawrence Bi. Club—

3385—Charles F. Dow.....9 Haverill St., Lawrence, Mass.

#### Charlotte Bi. Club—

3388—J. Clarence Weaver, President, Charlotte, N. C.  
3389—Thornwell T. Gilmer, Captain....."  
3390—Wm. E. Shaw, Sec. & Treas....."  
3391—Miles P. Pegram....."  
3392—John T. Davis....."

#### Hermes Bi. Club—

3393—Kellog Fairbank.....1801 Michigan Ave., Chicago, Ill.  
3394—E. F. Sharp.....417 North State St., Chicago, Ill.

#### Citizens Bi. Club—

3395—S. C. Griggs, Jr., Windsor Hotel, New York.  
3396—Richard Nelson.....87 Gold St., "  
3397—W. H. McCormack, 236 W. 52d St., "

#### Clarion Bi. Club—

3398—James A. Murphy.....Clarion, Clarion Co., Pa.  
3399—Col. E. E. Thompson....."  
3400—Myer M. Kaufman....."  
3401—James A. Myers....."  
3402—Ben. F. Kaufman....."  
3403—Joseph Murphy....."  
3404—Chas. V. Reid....."  
3405—Harry R. Wilson....."  
3406—Ambrose B. Reid....."

#### Elmira Bi. Club—

3408—Louis H. Brown, President.....Elmira, N. Y.  
3409—H. C. Spaulding, Jr....."  
3410—Charles Pines....."  
3411—Guy W. Shoemaker....."  
3412—Samuel Ellis....."  
3413—Hanford Smith....."  
3414—Robert Fenney....."  
3415—Hulett Smith....."  
3416—John Zimmerman....."  
3417—Jacob Coy, Kendall....."  
3418—William Stephenson....."  
3419—Joseph F. Lingle....."  
3420—Michael J. Hogan....."  
3421—Chas. Bowman....."  
3422—John Potter....."  
3423—Wm. Lormore....."  
3424—Richard L. Guyon....."  
3425—George Lingle....."

#### Unattached—

3383—J. G. Bly.....Sherman, N. Y.  
3384—Eugene Card....."  
3386—John B. Griffith.....Box 31, Steubenville, Ohio.  
3387—Irving H. Fitch.....Adrian, Mich.  
3407—Addison B. Prince.....Cheshire, Berkshire Co., [Mass.]  
3349—Chas. P. Doane.....East Brookfield, Mass.  
3350—Isaac N. Mains.....Pleasant Gap, Mo.

#### Corrections—

3352—W. L. Samson.....196 Hewes St., Brooklyn, N. Y.  
3354—Edward Pettus.....66 So. 9th St., "  
3364—Jos. L. Pinder.....45 Merrimack St., Lowell, Mass.

#### L. A. W. RENEWALS.

(Week ending February 17, 1883.)

1410—A. L. Whiton.....Hingham, Mass.  
1862—W. H. Hastings.....N. Y. City.  
1842—Chas. J. Burroughs.....Quebec, P. Q.  
309—L. H. Johnson.....Orange, N. J.  
310—Rowland Johnson....."  
280—Joseph W. Griscom.....Jenkinton, Pa.  
1811—J. P. Forbes.....Coshocton, Ohio.  
2057—Eben Fish.....Abington, Mass.  
1059—William Beach.....Orange, N. J.  
1776—B. S. Rose.....Trenton, "  
1841—Alphonse Hamel.....Quebec, P. Q.  
821—R. T. Smock.....Red Bank, N. J.  
2382—J. E. Hathaway.....Milwaukee, Wis.

Yours fraternally, W. V. GILMAN, Treas.

#### L.A.W. RENEWALS.

Week ending February 24th, 1883.

1740—Alfred H. Larcom.....Beverly, Mass.  
225—H. P. Robinson.....Boston, "  
1175—L. L. Atwood.....Pittsfield, "  
2441—Chas. H. Jenkins.....Louisville, Ky.  
2419—Henry Schrimpler.....Chicago, Ill.  
1650—Henry W. Emmons.....Lawrence, Mass.  
1165—Geo. H. Simons.....Litchfield, Minn.  
1027—Louis Pennington.....Newark, N. J.  
321—W. Eugene Thatcher.....East Orange, "

Yours fraternally, W. V. GILMAN, Treas.

#### APPOINTMENTS.

The following Consuls have been appointed in Michigan:

Albion.....Edward F. Woodcock  
Grand Rapids.....Frank H. Escott  
Marshall.....Chas. E. Gorham  
Niles.....Chas. A. Barnard  
Ovid.....Wm. C. Marvin  
Port Huron.....Geo. W. Alexander

CHAS. D. STANDISH, Chief Consul.

#### L.A.W. CONSULS.

248—J. D. Pugh, Jr.....323 Euclid Ave., Cleveland, Ohio.  
249—Harry W. Forward.....323 Euclid Ave., Cleveland, Ohio.  
Will R. Pitman, 64 White St., New York, N. Y.





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—) THE (—

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*Wednesday, April 4th, 1883,*

—AS A—

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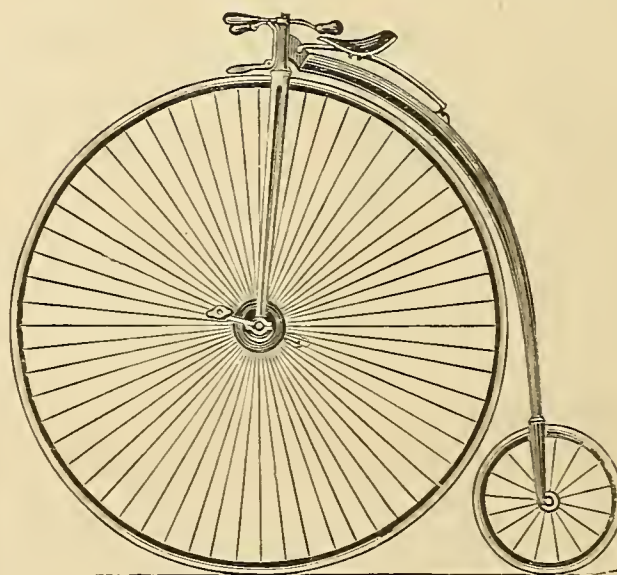
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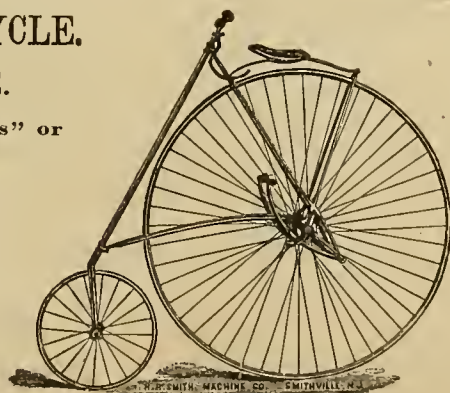
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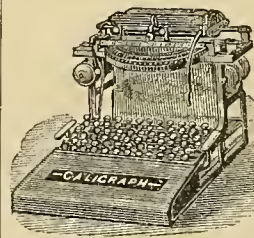
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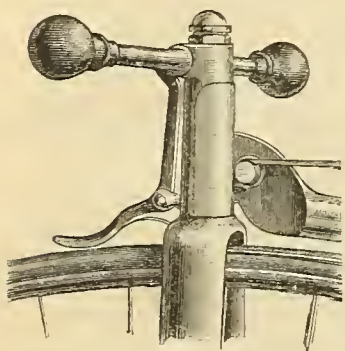
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