

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB IN AMERICA.

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Nelson says it's just the same in Buenos Ayres.

The Citizens are having a uniform cloth made and designed for their especial use. It will be somewhat similar to C. T. C.

"How do you punish your son when disobedient?" I asked, not long since, of a gray-haired cycling friend. "Oh, I apply a practical punishment, whereby he gains experience, and I acquire ease." "Why, what on earth is that?" I gasped. "What is that? why, I make him clean my wheel before he eats his breakfast, sir."

Corey to the front again.

Why do those who are amateurs and gentlemen, allow their trainers or friends to issue challenges in the sporting papers, for them to race other amateurs? This course is usually pursued by professionals who desire newspaper notoriety, but rarely by amateurs.

Peoli has returned to his comrades in the Ixions, with reports that the mashing abilities of a bicycling uniform have in nowise decreased during the season just past.

Week before last, my notes were crowded out by the press of other matter, now this week, I get a nice, sweet little note from the Editor, to give him all the copy I can, as he has ceased editorial labors for the present, and it is devoting himself to the contemplation of a limb done up in plaster-paris. I always knew they were of rather dudesque proportions, but I never thought he would seek to increase their size by plaster.

If our language and idioms seem strange to our English cousins, why do they in turn indulge in some equally as bad, if not worse. Robinson, in speaking of his racing wheel, remarked: "It's a tidy crock, you know!"

The Ixions left on Saturday evening for the country residence of one of their club-mates, where they were to be entertained. I imagine this must have been very successfully accomplished, judging by the way some of them dropped asleep in the club-rooms on their return home on Sunday.

The "Kickers' Own." declares "the end is not yet," from which I conclude that the policy of rule or ruin, adopted by this journal towards the League, will be religiously adhered to, and that further attempts to injure the National organization are contemplated.

The Citizens and Ixions, took a joint club-run to Yonkers during the late moonlight evenings, and while returning one of the riders was thrown from his machine, and injured so as to be unable either to remount or walk. At this stage of affairs, Blue, of the Citizens, came to his relief and picking him up in his arms, carried him until the station was reached. It was a touching sight, of course, but it did seem to me that Blue was very familiar at carrying maidens that way.

The rage for checker playing, at the Ixions, has set in for the winter, and most any evening will find "Interrogatory" Harris, or some other exponent of the art of draughts, surrounded by a crowd of interested critics.

I understand endeavors are being made to get a match on, for \$1,000, between Keen and Prince, to take place in Washington before snow falls. The only difficulty with this, seems to be the raising of the \$1,000.

WHEEL GOSSIP.

It is rumored that the editor is looking into the subject of tricycles.

Twinkle, twinkle, little star, is now the chorus of the Citizens' Club.

Here is a sum in proportion. As New Haven is to Springfield, so is \$500 profit to \$—.

The Citizens enjoyed their trip to Boston immensely, and McCormack is reported convalescent.

The club surgeon called on us as we were propped up trying to dictate some interesting mems. for THE WHEEL, and imparted the cheerful information that he hoped to see us out by the first of the year.

We are much obliged for the invitation to attend the Podunk Wheel Club's first annual ball, but we don't dance as in the past.

The editor and corresponding secretary is anxious to obtain the photographs of the Board of Officers and other members of the League, and will be happy to send a counterfeit of himself to any who desire to make an exchange.

This is about the time when an Accident Insurance policy it about as handy a thing to have as anything.

The Ixions are talking of a concert at Chickering Hall this winter. It would undoubtedly be a success, with the talent at their command.

The plans for the Citizens' Club-house provide for a wheel-room 20 x 60, surrounded by a gallery, so it can be used for concerts, receptions, etc.

EDITORIAL JOTTINGS.

The League should hire a brass band to stand under his window at night, playing "Sweet be thy Dreams, Oh, Freddie!"

Hendee Corey, Midgley, Frazier, Palmer, and a host of other racers should carefully peruse the article on "Pace Judging," written by "Mercury," in this week's WHEEL.

Why don't you take a man your size?—If McMasters would stop making such a row about Pettus challenging Pitman, etc., the bicyclers of this vicinity would feel as though a seige had been raised, so great would be their relief. No one doubts that Pettus is a fine rider, and his trainer is making himself ridiculous by his jealousy. If McMasters had as much confidence in Pettus as we have, he would stop vociferating so strenuously. It appears he has not.

A PROTEST REJECTED.

Mr. F. Jenkins, Cor. Sec. L. A. W.: The Committee on Membership, having carefully considered the applications for membership of Mr. J. B. De Golyer and of Mr. L. J. Thiessen, both of Troy, N. Y., and the objections thereto, respectfully report:

That in their judgment the objections have not been sustained, and said candidates should both be admitted.

For the Committee,
S. TERRY, Chairman.

HARTFORD, Conn., Oct. 18, 1883.

A PROTEST SUSTAINED.

Mr. F. Jenkins, Cor. Sec. L. A. W.: The Membership Committee, having carefully considered the application of Mr. Chas. N. Gorton, of Philadelphia, and the objections thereto, respectfully report that in their judgment he is a "paid teacher of bicycling," within the meaning of Rule 25, and should not be admitted.

For the Committee,
S. TERRY, Chairman.

HARTFORD, Conn., Oct. 18, 1883.

PACE JUDGING.

This is a subject which, I am sorry to say, is sadly neglected among bicyclers, so much so that I doubt if there is a really first-class pace-setter in America. The bicyclers of this country, one and all, seem satisfied to leave a race till the finish or pump themselves out at the start. Now, this is a decided mistake. It is a fact that many races have been won on judgment alone, and the sooner the racer arrives at the conclusion that sound judgment is an essential attribute to successful racing, so soon will he develop into a fast man, or, if already one, then a still faster, and help us to rival our phenomenal English cousins in their marvelous speed.

As I have said, some men seem to think that to leave a race till the home-stretch is consummate judgment, or to start off with flying colors and a grand rush is equally the correct thing. All this is wrong; to wind one's self at the beginning is to leave nothing for the tiring finish; and on the contrary, to spurt at the last, proves that the rider has too much in him that should have been expended before; whether this is correct for a sprinter I will discuss later. My definition of good judgment is—setting a pace that will gradually expend the strength, so that the racer may have only enough speed left to finish strongly.

The best way to demonstrate my assertions will be to examine the times of a few races at the Springfield Tournament, I having the good fortune to be present on that exceedingly interesting occasion.

The ten-mile championship for instance. The first mile was passed in 3.16 2-5, keeping on the racers averaged 3.28, till the ninth mile was ridden in 3.12, and the race ended in 2.58 1-5. Now, such judgment is ridiculous, and although the contest was a grand one—certainly I never saw one more exciting—still the time was absurd and unworthy of the winner. The college race was a similar miserable exhibition of time, starting off in 3.19 1-5, going along at a 3.30 pace, and winding up in 3.00 4-5. The twenty-five mile race was equally poor, starting in 3.11, averaging 3.30, and finishing in 3.5. On the contrary, Frazier forced too hard a pace in the five mile handicap, doing the first two miles in six minutes or so, and the last in 6.20. But I am inclined to the opinion that of the two evils the former is the worse. I have considerable respect for a man who is willing to exert himself to do his best to win by fighting every foot of the way; it shows pluck even though judgment may be lacking. I repeat, races are often won by good judgment. Remember, good pace-setting is a science, and one which few possess, not a natural, but a cultivated science. It is not to be expected that a novice can step out on the track and rattle off his distance with the rare judgment of a veteran. No, indeed, it requires careful study, and patient practice to perfect a pace.

Some men do reduce pace to a science, so much so that, when others get in the same race with them they allow them to regulate the gait, knowing that it will be done better than they know how. Such men know just how they are going, and can be depended on to set a proper speed. Those men generally become fast, as much from their good

judgment as from bare power. A man may ride a race, starting off with a rush, and soon exhausting himself. In that way he does not spread out and gradually expend his strength that he may keep a strong pace throughout, and also by leaving a race lazily till the finish; a great amount of time is lost by not grading the strength that the greatest possible speed may be attained at every period of the contest.

The reader will naturally inquire, how can I acquire judgment? This is learned by watching the gait in practice, trying to get the most speed out of the least expenditure of strength, study the rate of speed performed by others, and improve upon it, discard the bad, preserve the good. During your exercise have a watch held on you; lay out a schedule and adhere to it; practice gauging your pace till you can hit a nail on the head, in other words, do your laps on, or close to, the schedule. It needs careful practice, but it will pay in the end.

Now, suppose you are out for a race, how shall you gauge your pace? That depends. Do you know what your speed is, or are you totally ignorant on the subject? Take the former; your practice should teach you what pace you can stand: if you have not the remotest idea what you can do, think you might do 3.30, possibly three minutes, and see 2.45 in golden letters far down the misty home-stretch. However, start off at a pace you consider a rattler for the first fourth of the distance, making sure you can stand the pace. Arrive at the half distance feeling rather tired, but confident you can undergo the pressure. The three-fourths of the distance should be commenced with a dogged determination to fight it out and win, or fall into the ditch.

It is all very well for me to describe how to ride a race, but personal experience is far better, provided you study and practice faithfully.

The shorter the distance the more you must extend yourself from the start. A half mile is a continuous spurt; a mile needs very little holding in. The longer the race the more judgment is required. Do not pay much attention to the men in the race with you at the start, only let them extend you. When half the distance is negotiated, and you have done your prettiest, then pick out the leaders, and make tracks for them. Do not do any wild spitting on the finish, be so extended that you will have little to spurt with.

In the case of a person who has more speed than strength, it is some times better to lay back till the finish, as by doing so you will not push out your stronger rivals, and when the home-stretch arrives both of you may have something left, but as you are the fastest sprinter you may out-speed him. These cases do not occur often. Win your race as soon as possible, you know not what accident may occur to lessen your chances, and if you have a good lead it will be so much harder for your opponents to overhaul you. If you have attained the lead don't put on any airs, but watch those behind you that they overtake you not. There is some opposition to riding to a watch, nevertheless, I know that the best pace-setters and racers of judgment at other classes of athletics, as well as bicycling, are those who practice oftenest on the clock.

This science cannot be learned in a week. A man may ride in practice with the best of judgment, and when in the exciting contest, lose his head altogether. Remember pay very little attention to your opponents until half the race is over, then you will have settled into a steady pace that spurring can hardly effect.

Make pace-riding a careful study, and sooner or later you will discover that you can set any pace you please, and if circumstances are good provided you are not improving rapidly, you will be able to tell the time-keepers just about what time you are making.

MERCURY.

FROM THE CITY OF ELMS.

Editor of The Wheel: The New Haven Bicycle Club races have come and gone, and the excellent records made at Springfield, which were expected to stand till another season, at least, have received a severe shaking up, and have been smashed in numerous instances. But I will not attempt a *resume* of the event, for the last issue of your excellent paper gave a very fine account. The affair was a decided financial success, and the N. H. B. Club netted five hundred dollars. Out of the proceeds they have handsomely fitted up their new club-room at 208 Chapel street, and are fully prepared to hospitably entertain any touring wheelmen whom fortune may direct to their door. The New Haven Ramblers Bicycle Club will hold a three nights' fair in the Dwight Street Skating Rink on the last three evenings of the present month, and they extend a cordial invitation to all wheelmen to come (in uniform), if possible. Wm. Waite, of the N. H. B. C., is very low with typho-malaria. The Meriden Wheel Club expect to take an all-day run to Springfield, Mass., and return soon (90 miles), and they will probably be joined by several members of the N. H. B. C. Dr. A. G. Coleman, of Canandaigua, N. Y., made New Haven a visit a short time since. Dr. T. S. Rust, of Meriden, State Representative of the League, lost his elegant League pin at the New Haven Skating Rink on the evening of October 10th, but was fortunate enough to find it again the next day. Some time during the coming winter the N. H. B. C. will give a ball, and will see that all their bicycling friends are opportunely apprised of the date. Already plans for next year's races are being talked up, and means devised for the improvement of Hamilton Park track, whereby the records can be again lowered. The N. H. B. C. will give five record medals, to be made by Doughty & Pedersen, as follows:

G. M. Hendee, one-mile, scratch, 2:50; G. M. Hendee, five-mile, scratch, 15:26 3-4; W. C. Palmer, three-mile, State Champion, 9:17; E. P. Burnham, ten-mile, handicap, 31:32 1-2; E. P. Burnham, two-mile tricycle, 7:5 1-4.

His Honor, Henry G. Lewis, Mayor of New Haven, has been elected President of the New Haven B. Club.

W. H. EEL.
NEW HAVEN, Conn., Oct. 20th.

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.

Friday, October 26th, 8:30 A. M.—Washington, D. C.—100-miles scratch race on one of the fastest tracks in the country. Any amateur, gold medals to winner, and to farthest without dismount. Silver medals to second, and all riding full distance. Entries, \$2.00. Close 22d to Leland Howard, Capitol B. Club, Washington, D. C.

CINCINNATI.—At the annual election of officers of the Cincinnati Bicycle Club, held October 1, 1893, the following were elected for the ensuing year: For President, A. A. Bennett; Secretary, C. M. Galway; Treasurer, W. G. Miles; Captain, J. C. Hosea; 1st Lieut., F. L. Sargent; 2d Lieut., H. B. Cox.

FAIRMOUNT.—At a meeting held at the residence of Grant Megargee, Thursday evening, Oct 18th, the Fairmount B. Club reorganized with 15 members. The following officers were elected: Pres. and Capt. Fred'k. C. Dunn; Assistant Secretary, E. C. Markley, Jr.; Treasurer, Grant Megargee. It is to be known and composed entirely L. A. W. members. They expect to move into club-rooms this week. We will help the WHEEL in any matters we possibly can.

Yours respectfully,

FRED'K. C. DUNN.

League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States where Divisions have been organized, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

The admission fee is \$1.00, and should in all cases accompany the application. In case the application is rejected, the fee will be returned. Names of applicants should be written very plainly, with first names in full, giving Post-Office address. Remit by Checks, Drafts, or Post-Office Money Orders, made payable to Fred Jenkins, Cor. Sec'y L. A. W.

Applicants should notice names as published in THE WHEEL, and notify the Corresponding Secretary if any error is made. Members of the League are requested to notice the names also, and inform the Corresponding Secretary (confidentially) if any professional or otherwise objectionable person applies.

THE WHEEL is the official organ of the League, and, apart from all the official notices and news of the League, devotes considerable space to the news of the day.

Circulars, etc., regarding the League will be sent to any address on application to the Corresponding or Division Secretaries.

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 2 West Thirty-seventh Street, New York.

Vice-President—W. H. MILLER, Box 245, Columbus Ohio.

Cor. Sec'y—FRED. JENKINS, 45 West Thirty-fifth St., New York.

Treasurer—WILLIAM V. GILMAN, Box 487, Nashua, N. H.

Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Membership—Stephen Terry, Chairman, Box 1003, Hartford, Conn.; Frank P. Kendall, Box 555, Worcester, Mass.; Fred. Jenkins, 45 West Thirty-fifth street N. Y.

Racing—Geo. D. Gideon Chairman, 725 N. Twenty-first St., Philadelphia, Pa.; Fred. Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market street, San Francisco, Cal.; Frank E. Yates, 124 Washington Street, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

Rules and Regulations—W. H. Miller, Chairman, Box 245 Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

Rights and Privileges—A. S. Parsons, Chairman, Cambridgeport, Mass.; Angus H. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads—Burley B. Ayres, Chairman, Chicago, Ill.

CHIEF CONSULS.

California—George H. Strong, 252 Market Street, San Francisco.

Connecticut—Stephen Terry, Box 1003, 39 Main St., Hartford.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Wm. C. Scribner, 1108 E. Street, N. W. Washington, D. C.

Illinois—J. O. Blake, 68 Wabash Avenue, Chicago.

Indiana—L. M. Wainwright, Noblesville.

Iowa—W. L. Howe, Box 966, Oskaloosa.

Kansas—

Kentucky—Orville Anderson, Louisville.

Louisiana—A. M. Hill, New Orleans.

Maine—C. H. Lamson, Portland.

Maryland—Albert Trego, B. & O. R. R., Baltimore.

Massachusetts—E. K. Hill, Worcester.

Michigan—Charles D. Standish, 36 Michigan Grand Ave., Detroit.

Minnesota—Theo. J. Richardson, Minneapolis.

Missouri—Richard Garvey, 107 Chestnut St., St. Louis.

New Hampshire—C. H. Wilkins, 859 Elm Street, Manchester.

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.

Ohio—H. S. Livingston, Box 466, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—

Province of Quebec—H. S. Tibbs, Box 38, Montreal.

Rhode Island—A. G. Carpenter, Providence.

Texas—E. L. Beckwith, 60 West Twenty-second St. Galveston.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

California—George J. Hobe, Box 1216, San Francisco.

Connecticut—T. S. Rust, Box 4033, Meriden; F. H. Benton, New Haven.

Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, 1002 Tenth St., Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston; A. S. Parsons, Cambridgeport; P. P. Kendall, Worcester; J. S. Weber, Jr., 51 Main St., Gloucester.

Michigan—Geo. K. Root, 136 Jefferson ave., Detroit.

Missouri—George C. Oeters, 203 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua; Wm. W. McIntire, Portsmouth.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark; E. S. Fogg, Woodstown; E. H. Rose, Trenton.

New York—C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.

Ohio—Alfred Ely, Jr., 11 Granger St., Cleveland; W. H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 1725 N. 21st St., Philadelphia.

Province of Quebec—J. D. Miller, Montreal.

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

The following is a list of the Division Secretaries, to whom applications should be sent, or any inquiries concerning the Division addressed:

Indiana—M. F. Robinson, 47 Vance Block, Indianapolis, Ind.

Kentucky—A. S. Dietzman, Louisville.

Massachusetts—Frank P. Kendall, Box 555, Worcester, Mass.

Michigan—W. C. Marvin, Ovid, Mich.

Minnesota—Fred. S. Bryant, St. Paul, Minn.

Missouri—L. J. Berger, St. Louis & San Francisco Railway Company, St. Louis, Mo.

New Hampshire—E. A. McQueston, 654 Elm street, Manchester, N. H.

New Jersey—Harold Serrell, Plainfield, N. J.

New York—Benj. G. Sanford, Box 2425, New York, N. Y.

Ohio—C. J. Krag, Columbus, Ohio.

Pennsylvania—Victor M. Haldeman, Marietta, Pa.

DIVISION TREASURERS.

Massachusetts—Charles P. Shillaber, 131 West Chester Park, Boston, Mass.

Michigan—G. E. Gorham, Marshall, Mich.

Minnesota—Capt. Young, Northfield, Minn.

Missouri—Arthur Young, Fifth and Walnut Streets, care Frisco Line, St. Louis, Mo.

New Hampshire—C. H. Sanders, Fisherville, N. H.

New Jersey—Fred. Provost *pro tem.*, New Brunswick, N. J.

New York—Louis H. Brown, 153 Lake Street, Elmira N. Y.

Ohio—D. E. Barnum, Springfield, Ohio.

Pennsylvania—Fred. McOwen, 216 S. Third Street Philadelphia, Pa.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership.—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplication of numbers upon our cards of membership for this year, due to the mistake of the lithographers in stamping red figures upon the left of the card contrary to orders. Those figures amount to nothing, the true one being found in the lower centre, preceded by the letter D, indicating the fourth year of our existence.

It is impossible to use these numbered tickets, so many of them having been dropped that it would have necessitated issuing many more than we now have, since the numbers already far exceed the whole number of tickets ordered. The entire lot would have been rejected but for the delay in securing others, which, at this season of the League year, would prove a very serious affair.

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft.

Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia; Chicago & Atlantic R'y; Missouri Pacific; International & Great Northern; Texas & Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; St. Louis, Alton & Terre Haute R'y; New London and Northern; Portland & Wooster; Louisville & Nashville; Atchison, Topeka & Santa Fe; Chicago, Rock Island & Pacific (by special permit only. Address J. D. Marston, General Baggage Agent, Chicago, Chicago & Northwestern (by special permit only. Address N. A. Phillips, General Baggage Agent, Chicago.

TRANSPORTATION CHARGES.

Boston & Albany charge one cent per mile; minimum charge fifty cents.

Boston & Maine charge twenty-five cents any distance. Pennsylvania, Philadelphia & Reading, 25 cents for 50 miles or less, and half cent per mile over fifty.

Eastern Railroads—One-half cent, per mile, minimum charge of twenty-five cents, owner's risk.

Between New York and Boston all Sound lines 50 cents, viz.: Fall River line, Norwich line, Stonington and Providence line. New York to New Haven, via boat, 25 cents; New York and Albany People's line, 40 cents for one, 25 cents two or more; New York, West Shore, and Buffalo, 25 cents for 50 miles or less, 1-2 cent each additional mile.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 41. Total, 30. NEW YORK, Oct. 26, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct, and report any error at once to

FRED. JENKINS,
Cor. Sec'y, L. A. W.

Unattached—3:

2534—Richard Redman, Leighton, Iowa.

2538—Stuart A. Chase, Janesville, Wis.

2621—Harvey Hubbell, Norwich, Conn.

Yale Bi. Club—add 1:

2627—William Maxwell, New Haven, Conn.

New Haven Bi. Club—add. 1:

2665—Rev. I. C. Meserve, New Haven, Conn.

New Haven Ramblers—add. 2:

2640—Ashley L. Willis, 121 Liberty street, New Haven, Conn.

2664—Thomas R. Ackrill, 36 Dow street, New Haven, Conn.

Pequonnock Bi. Club—add. 3:

2680—Louis S. Morris, Bridgeport, Conn.

2685—Cyrus L. Lathrop, 768 Broad street, Bridgeport, Conn.

2687—Samuel S. Sanford, 238 Washington avenue, Bridgeport, Conn.

Chicago Bi. Club—add. 3:

2688—Dr. C. P. Prunty, Chicago, Ill.

2689—T. S. Miller, Chicago, Ill.

2692—Paul S. Staly, Chicago, Ill.

Maryland Bi. Club—add. 4:

2695—Dr. Howard W. Hoopes, 84 N. Charles street, Baltimore, Md.

2698—W. H. Munson, 18 Light street, Baltimore, Md.

2699—H. B. Coulson, 124 N. Mount street, Baltimore, Md.

2700—R. W. Sadtler, Mechanic's Nat. Bank, Baltimore Md.

MASSACHUSETTS DIVISION—2.

Unattached—2:

2705—John M. Young, Jr., Box 691, South Framingham, Mass.

2706—John L. Pratt, Concord, Mass.

OHIO DIVISION—8.

Buckeye Bi. Club—add. 1:

2708—H. T. Irwin, care Miller, Donaldson & Co., Columbus, Ohio.

Cleveland Bi. Club—add. 5:

2709—E. L. Strong, 1498 Euclid avenue, Cleveland, Ohio.
 2713—H. R. Payne, 494 Scoville avenue, Cleveland, Ohio.
 2715—F. W. Bowler, 1098 Prospect street, Cleveland, Ohio.
 2717—F. B. Stedman, 50 Sibley street, Cleveland, Ohio.
 2718—E. P. Hunt, 147 Ontario street, Cleveland, Ohio.

Canton Bi. Club—add. 1:

2719—Frank C. Meyer, Canton, Ohio.

Unattached—1:

2720—Geo. Smylie, Caeliz, Ohio.

PENNSYLVANIA DIVISION—3.

Unattached—3:

2721—Edmund C. Crawford, 1537 Stiles street, Philadelphia, Pa.
 2722—Myron Kasson, Montrose, Pa.
 2723—H. N. Catlin, Montrose, Pa.
 Alfred P. Charles, 308 Chapel street, New Haven, Conn.
 R. C. Gardner, 7 Benton place, St. Louis, Mo.
 Mrs. H. G. Minot, Lamville avenue, Fairfax, Vermont.
 J. P. Miller, Cayuga street, Oswego, N. Y.
 W. C. Palmer, 94 Webster street, New Haven, Conn.
 H. H. Post, 38 East Cayuga street, Oswego, N. Y.
 E. G. Taylor, 894 Delaware avenue, Buffalo, N. Y.
 E. M. Willis, 27 Asylum street, New Haven, Conn.
 G. A. Wilson, P. O. Box, 1525, Fitchburg, Mass.

RESIGNATION.

Dr. N. M. Beckwith, President L. A. W.:
 I desire to tender herewith my resignation of chairmanship of R. R. Com. in New York, finding that I am unable to aid the League to the extent that would warrant my retaining such a post of honor, and preferring, therefore, not to occupy that position to the detriment of the cause. Thanking you for the honor conferred by my appointment, and regretting my inability to return service, therefore, I am,

Very truly yours,
 FRANK A. EGAN.

NEW YORK, Oct. 14th, 1883.

APPOINTMENT.

To fill the vacancy in the New York State Division Transportation Committee caused by the resignation of its chairman, I have appointed Mr. M. E. Graves, 207 Broadway, N. Y.

Fraternally,
 N. MALON BECKWITH,
 Pres. L. A. W.

NEW YORK, Oct. 15th, 1883.

FROM THE CLUBS.

SALEM.—At a meeting of the Salem Bicycle Club, Wednesday, Oct. 10th, the following officers were elected: President, Frank P. Symonds; Vice-President, Robert H. Robson; Secretary, Charles H. Odell; Treasurer, Arthur N. Webb; Captain, Frank P. Ingalls; 1st Lieutenant, James S. Safford; 2d Lieutenant, Francis B. Carleton; Bugler, Thomas Courtis. The club is in a flourishing condition both financially and otherwise. It was formed from part of the Hawthorne and Atlantic Clubs, and is the proper material for a successful club. It has recently made large accessions to its membership and the members have all joined the L. E. C. W., and voted to join the L. A. W.; it was also voted to hold a dance at Hamilton Hall, on the evening of November 14th.

YORK.—On the 5th inst., the York Bi. Club

had a meet and races at the York County Fair, which were witnessed by about 12,000 people. There were eight members in line, four being absent. The Westminster (Md.) Club, rode from that place to York, and expressed themselves as being much pleased with the races. In the one-mile race, Dampman, of Chester Co., took first prize, as also in the two-mile event. The three-mile race was won by Jacob Shirk, of Lancaster, Penn. The track was exceedingly rough and time slow. Yours fraternally,

J. E. SMALL,
 Capt. York Bi. Club.

SHALL UNATTACHED PARADE?

Editor of the Wheel: I have read Col. Sanderson's communication, in the WHEEL of October 19th, and I am sorry that he should suppose, that in my letter to the WHEEL, of September 21st, I intended to convey to the public that there was, as he expressed it, "dissension in the camp" of the Pennsylvania Division. There is a decided difference between caviling and criticism, and my remarks on the action of the meet committee, I am persuaded, come under the head of the latter, and express a straightforward statement of my opinions with regard to its action. My letter was open to like criticism, and to the free comment which Col. Sanderson so favorably bestowed, and which I respectfully accept. I acknowledge the advantage which the chief consul possesses over me in point of years and experience, but even at the risk of acquiring the reputation of having a good stock of the mule's dominant characteristic, I will venture to hold on to my opinion with regard to L. A. W. parades, an opinion which I will, of course, allow to be modified by circumstances. With respect to the committee, referred to above, I will only say that it was not their intention or their zeal that was questioned, but their action. A man's intentions may be perfectly good, but his method of carrying out those intentions may be the reverse; and then often it is not the intention which so much needs criticism as the method of expressing or avowing it. A celebrated commander once observed that one of the most essential attributes of a general was the appreciation of when and how to retreat. Col. Sanderson showed he possessed somewhat of this attribute, when he withdrew his desire that the meet should be exclusively League. This committee, being a local one, ought to have taken cognizance of the general impression, that the meet was to be one of the Division, and of "Philadelphia Wheelmen"—an impression which their notices sustained, and which, therefore, they had no right to shelve. The whole business may, to sum up, be supposed to tone down to what a court-martial would term an "error of judgment." As for the note in another part of the issue, to the effect of there being indignation among "a number" of Philadelphia riders, owing to the fact of non-League men being allowed in the parade, it needs no comment; that is, if the number thinking otherwise count. I am afraid the indignant ones would get left on the tally. And then, with regard to the "Germantown Cycling Club's" tardy resolution, published in the same issue, a "Penna."—which club's action is also on record—member, expressed the sentiment to me, that "It's well our Germantown brethren waked up, they ought to have stirred when the time for stirring was, if they felt so acutely in the matter, and not let one club, even though it was the largest League club in the State, carry the principle of fair play and justice to a successful issue, and reverse for once the old adage "might is right."

Yours, finally,
 NINON NECKAR.

PHILADELPHIA, October 22, 1883.

"BROTHERS, WE."

He was a poet, long-haired and lank, an admirer of the intense in art, and an expressionist in literature. He had become a bicyclist because he claimed it was the "poetry of athletics," abounding in those curves and lines, in which true beauty always dwells. He had purchased a machine resplendent in nickle, till its polished spokes glittered like the splinters of the sun.

So beautiful an object, thought he, must bear some name or line to designate its superiority to the common herd. Long sought the poet for something that, while expressing the bonds of unity and fraternity existing between a rider and his steed, would be neither hacknied nor lacking poetic feeling, and in a happy moment he caused to be painted in letters of gold upon the shining coat of his silver steed the words "Brothers, we." Proud of his mount, and his own poetic designation of it, he tarried many a day before he would profane its silvery sides with the plebian mud of Fifth avenue. Finally the repeated urgings of his club-mates overcame his pride, and he was induced to join them on a moonlight run to Yonkers. Over the roads of billiard-table levelness sped the wheels of the fleeting riders, and ever to the fore shown the gilded letters of the poet's mount. A hill appears straight, stretching in the moonlight as a silver ribbon, and as tempting to a cyclist as a maiden's blush to a lover's eye. Down came they like the rushing wind, with legs over handles, and the flying pedals seeming like but a smaller wheel attached to its larger brother, which glittered in the moonlight like a rival luna. Still to the front shown the poet. 'Twas only a goat, a tired goat, reposing in the sweet security of innocence in the road. It was only a poet, long-haired and lank, that, flying through the air, reposed his wearied form beside that tired goat. Gathered they together the pieces of that once lovely and poetic wheel, and patching together the wounds of its rider, and the rents of his uniform, placed them in a wagon, and commenced the funeral procession homeward. For weeks afterwards the poet reposed upon a bed of pain, and that beautiful wheel lay in the dingy repair shop of a neighboring machinist. When the springtime came, and the daisies lifted their modest faces to be kissed by the morning's sun, I met a rider, tall and gaunt was he, my poet no longer, and upon the scratched and tattered sides of what had once been the pride of his heart, a truer, but less poetic artist, had painted "Bothers me," where once had shown that touching legend of "Brothers, we."

SELAH.

APPOINTMENT.—Mr. W. S. Mulford has been appointed Consul, *pro tem*, at Morristown during Mr. Merritt's collegiate term, October to June.

Mr. James Fitzgerald and Mr. Edward C. Clark, went to the Newburgh Celebration on their wheels. They started from New York, October 17, at 9 A. M., and arrived at Newburgh at 4 P. M. They were received and highly entertained by Dr. Joslyn, of the Newburgh wheelmen. They enjoyed the run very much, and attracted a great deal of attention, being the only wheelmen present with their wheels at the celebration.

THE WHEEL

75 Cents a Year.

MR. KELLER EXPLAINS.

Editor of the Wheel: To-day I was fortunate enough to procure a WHEEL of Sept. 21st, inst., and therein noticed the article in reference to myself, headed "Will Mr. Keller Please Explain?" To say that I am astonished would but poorly express it. I am from Dunkirk, N. Y., belonged to D. Bi. C., and was a member of good standing. I left there in fore part of June, and came here and located in business at this point where I still am. I was a League member, my number being No. 2,529, I had intended renewing my ticket but failed to do so on leaving Dunkirk, N. Y. On arriving at this place I found bicycling at a stand-still. I at once induced theriders here (six) to organize a club, which we did, and of which I am now the captain. Then I assisted Mr. Wainwright, of this State, the newly-appointed consul at Noblesville, to organize a State Division of the League, this we also accomplished at Indianapolis about three weeks ago. This is *why* I have not renewed my membership, my intentions were to do so at all times although it has been delayed.

Now, as to the postal card from Cincinnati, which Mr. Rouse, Secretary P. Bi. C., claims he received. I am not a professional and have as yet in no way forfeited my membership. I have been in races East, but only in such sanctioned by the League and for medals. I am now possessor of seven medals won in Dunkirk and thereabouts, run a year ago in September, at the D. Bi. C.'s tournament. The fact of that Cincinnati note being an anonymous one is sufficient to condemn it. I have not got a "Club" racer, but an American Club roadster, bought of Mr. Schuyler. Right here let me also state, at Peoria I was *not distanced*, as Mr. Rouse unintentionally states; I had the misfortune to collide with Mr. Wetzel, of the P. Bi. C., and broke my crank on the right, necessitating my retirement from the race.

I refer you to Dr. Blackham, R. H. Smith, of Dunkirk, New York; also, C. K. Alley, of Buffalo, New York, one of New York State's representatives; also, L. M. Wainwright, of Noblesville, State Consul of Indiana; and R. V. R. Schuyler, of 189 Broadway, New York, with whom I have had several business transactions while at Dunkirk—above are all personally acquainted with me. I trust I have explained matters now. I have simply stated them as they are, and trust it will explain satisfactorily. I am almost confident that the gentleman (?) from Cincinnati does not belong to League, for why did he not sign his name to his note, and with his number attached as a *gentleman* would. We anticipate booming things in this State next season, and hope to have Indiana an average "bicycle State."

I am, fraternally yours,

EMIL F. KELLER.

LOGANSPOINT, IND., Oct. 22, 1883.

I will return my ticket as soon as the boys here hand in their applications.

[We gladly print Mr. Keller's explanation, as it is evident that an injustice has been done him that should be remedied.—Ed.]

When H. D. Corey rode 1 mile in 2 51 4-5, defeating Robinson and Hendee, he was considered a very fine miler; but now he has demonstrated himself to be a very fine 100-miler. His latest achievement being a 190 9-10 mile run in 24 hours, including 5 hours for rest and refreshment, beating Midgley's record of 179 miles. At 12 o'clock P. M., on the night of the 10th, Corey started out on a run with A. D. Clafin, from Harvard square, Boston, making the following distances in the following time: Great Sign Boards, 9 miles, 51 minutes; to Dedham, 10 miles, 59 minutes; Wellesley, 7

miles, 55 minutes; Framingham, 9 miles, 1 hour; South Framingham, 2 miles, 10 minutes; Great Sign Boards, 13 miles, 1 hour, 35 minutes. Return to Harvard square, 12 miles 1 hour and 20 minutes.

Meanwhile Mr. Clafin had been thrown from his machine and hurt considerably, though he persevered for some time. At 8:5 A. M., Mr. Corey started off again, arriving at Newburyport, 45 miles, in 2 hours, 10 minutes, thence to Harvard square, 48 miles, in 4 hours and 10 minutes. Meanwhile Clafin had stopped at Newburyport, and Mr. Corey had been accompanied by J. J. Gilligan, M. B. C., Elliott Norton, Harvard B. C., Mr. Hoag, of the latter club, and a few others. The weather was quite cold and Corey found it difficult to keep from getting stiff, so low was the temperature.

Corey left Harvard square at 7:55 and arrived at Brighton at midnight, or 36 miles in 4 hours and 5 minutes, finishing one of the greatest runs on record.

THE WHEELMAN'S HORSE.

Although the day will never come when the horse, the noblest animal next to man, will be dispensed with as man's comrade in out-door pleasures, it is curious to see how already new inventions are taking the place of the equine servant for both pleasure and use. Electric motors and cable-grips and dummy engines are preparing to drag all the horse-cars; traction engines, road engines, steam ploughs, mowers and steam thrashers are harvesting, planting, breaking down macadamized roads, hauling, leveling, mowing, by iron steeds that require no food except while in the act of work. Even at short distances and for menial service the day is perhaps not far off when ash carts and garbage carts may have their bottled electricity under the box, that will propel them in their rounds. For pleasure journeys it was once believed the horse would always stand first; what could be found to approach that union of mind and matter, that intelligent propulsion by keenly responsive muscle and nerve, that is found on the back of a high met-tled horse? The bicyclist and tricyclist, or, as it is now the fashion to say, the wheelmen, claim to have come very near this joy of motion. When the steely cobweb of his wheel spins under him, obedient to the slightest hint of his calf-heel muscle, the cyclist can for a season cover long distances without fatigue, and in a degree only second to horseback riding may enjoy exercise without exertion. The weight of his trunk is latent from the lower limbs, and there is no concussion of the foot on the ground as in walking; both these are savings of vital force. In reasonable cycling there is said to be no strain upon the organs of respiration; in racing or any severe trial of speed, the objection to cycling is that the lungs are contracted and the chest bent forward. The wheel has put down all the early incredulity, even the calculation by a man of science that it was positively impossible for any person to propel himself on the best road at a greater pace and for a longer period than was possible by the simplest act of walking. While it is indisputable that the walking develops and brings into play (especially if the pedestrian has learned to walk with his arms as well as his legs) far more activity and variety of muscle than the "wheel," it is also fully proved that a longer distance and greater refreshment by the open air can be attained by the bicyclist and tricyclist with no sense of fatigue at all, if he knows how and how far to ride. Dr. B. W. Richardson, who sets down cycling as indisputably the best exercise for intellectual workers, says: "If I walk ten miles in three hours at a fair pace I am tired; my ankles feel weak, my feet sore, my muscles weary, so that after the effort I am unfitted for any mental work until recruited by a long rest. If I go

the same distance on the tricycle, on the same kind of road, I find that an hour and a half is the fullest time required for the distance, and instead of being ankle-wearied and foot-sore, with a sense of fatigue, I am agreeably refreshed by the exercise, and ready for study and other mental occupation." Dr. Richardson takes the occasion, however, in a paper which is the leading attraction in "Longman's Magazine" for October, "Cycling as an Intellectual Pursuit," to mark the extreme where a pleasure excursion begins to be a pleasure exertion, and a damaging exertion, too. With a machine reduced in weight to twenty-six pounds, and propelled on a good track, twenty miles an hour, the temptation to overdo matters is extreme. "Young and old, male and female, weak and strong, are all going wrong on this mania about records. A middle-aged man starts a tricycle, he can do eight to ten miles without fatigue, throws off his gout, works well, sleeps well. Then he begins to beat his record; gets over his thirty to forty miles in a day, perspires freely, and the next day comes a smart touch of his old enemy, his nerves are broken down and he will be shaky and uncertain in his resolutions and movements for some time to come. Younger riders are also overdoing it. 'To make one hundred miles a day on ordinary roads on a bicycle is now considered commonplace among practiced riders; on a tricycle—which was held the slower vehicle—one rider, Mr. Marrott, has gone two hundred and nineteen miles, and an English lady, Miss Allen, has accomplished one hundred and fifty-three miles within twenty-four hours. Cycling necessitates temperate habits; hard-drinking cyclists will go to the hospital and to their graves as fast as their machines can carry them.' What Dr. Richardson calls the ventilation of the body, by hours of free inhalation of the open air, is certainly made easier for most folks by these cheaper steel rivals of the horse. Under the limitations he suggests, and cautions against over-training and over taxing, which all lead to vascular and nervous disturbances, to hypertrophy of muscles, and to undue absorption and anxiety in the sport itself, with these dangers provided for by the temperate use of the wheel, he can afford, as can all cyclists, to calculate the knowledge, as well as pleasure and health, that will come to men and women by these latest inventions in steel steeds.

The fable of the Centaurs calls for new designs. In their moments of common activity and accord the horse and his rider have been enthusiastically called the two most intelligent and finished creations that God has made. Let the man on the horse "give to the torso originality and will, give to the rest of the body the combined attributes of promptness and vigor, and you have a being of sovereign force, thinking and acting, courageous and rapid, free and controlled." Now, much of this poetry can be cast in a foundry; modern invention has now put into the "cycles," bi, tri or by whatever name they may be called, the same combinations with the rider's will. No prejudice against the horse, however; for through all "cycles" he is likely to remain the favorite companion on the road.—*Philadelphia Ledger*.

"NEW JERSEY WHEELMEN."—Agreeably to notices, conspicuously posted within a radius of Oraton Hall, Newark, N. J., the New Jersey Wheelmen met on Monday evening, October 15th, and elected the following officers: viz., Walter T. Parsons, President; J. S. Duston, Vice-President; J. C. Willever, Secretary and Treasurer; C. R. Zacharias, Captain; C. W. Northrup, First Lieutenant; Cliff. Jones, Second Lieutenant; Messrs. Hesse, Smith, and Lemeris, together with the President and Secretary, as Executive Committee. Over thirty names are on the roll.



The Official Organ of the League of
American Wheelmen
AND THE
Cyclist Touring Club in America.

FRED. JENKINS, Cor. Sec'y L. A. W., - - EDITOR,
45 West Thirty-fifth Street, N. Y.

N. M. BECKWITH, Pres. L. A. W. { Editorial Contributors.
W. V. GILMAN, Treas. L. A. W. {
C. J. HOWARD, { - - Artistic Contributors.
A. D. WHEELER, }

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To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is no their account.

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 Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

LONG-ROAD RIDING.

Whilst the average wheelman is content with riding as much as he wants to, or has convenient opportunity to, it is interesting to notice the few who attempt to ride all they can. The efforts of clubs and individuals, last year, to see how far they could push the pedals in twenty-four hours, were capped by Mr. Thomas Midgley's accomplishment of 179 miles in a day, his riding time being nineteen hours and twelve minutes. During the present month this record has been left far in the background, by two notable performances. On Thursday, the 18th inst., Captain A. D. Claflin and Mr. H. D. Corey, of the Massachusetts Bicycle Club, attempted to roll the miles up, and the latter succeeded in covering 190 9-10 miles between two midnights and in a riding time of nineteen hours and three minutes. Such measures were taken at the start and finish, and during the day, as to secure unquestionable reliability in the record. The undertaking was successfully accomplished, but the limit of Mr. Corey's ability was evidently not reached, and it is probable that he and Mr. Claflin—who met with an accident this time, but who is, perhaps,

an even match for Mr. Corey—will run the riding up to 225 miles or more next season.

On Wednesday, the day before the last-named performance, the Lawrence (Mass.) Bicycle Club, which held already the club road record, completed a similar endeavor, under conditions more favorable in some respects. Captain T. S. Webb, Mr. F. Finn, and Mr. J. Lacy, mounting their "Experts" at 5 16 P.M., on Tuesday, the 16th, included a whole night in their chosen period of twenty-four hours, which was to end at 5 P.M., on Wednesday. Mr. Finn, on account of a mishap, at the end of 130 miles withdrew, and Messrs. Webb and Lacy continued until they registered 212 miles, in a riding time of nineteen hours and a half. They thus made not only the best individual records, but the best club record, for America, up to this date, at least so far as heard from, and one that will require plucky effort and careful riding to beat.

These distances were traveled on the roads. The routes selected were, doubtless, rather better than the average, but they included almost every variety of grade and surface. Doubtless, the men took some preliminary care and practice to be in condition, and preferred to be excused from riding much the day following, but there was nothing severe or distressing about it. And a few such performances have not only the general interest of feats of endurance and excellence in human endeavor, but also a certain useful value in illustrating the capabilities of bicycling.

AU REVOIR.

The Springfield *Wheelmen's Gazette*, with its sixth number published last week, says a graceful validictory. It may well say, "We take leave of our many friends, feeling that we have been welcomed. We have not stayed long enough too wear out our welcome, and we are confident that we should be kindly received, if we should ever come again." So it would—and will, let us hope, next year. This last issue contains much that is good reading, and a generally good account of the tournament. It has good words, and many of them for everybody and everything—with one or two noticeable exceptions—and what it says of "The Road to Success," and the value of joining the L. A. W., is not only generous, but excellent.

THE CITIZENS' TRIP TO BOSTON.

That there was something of unusual interest about to take place was quite evident to the most casual observer who entered the rooms of the Citizens' Bicycle Club in New York, on the afternoon of Monday the fifteenth of October.

Some of the members were vainly trying to make small hand-bags hold twice their intended capacity, others were polishing their wheels and carefully oiling the bearings, while those who were making no preparations themselves were helping their comrades in their labors or hindering them by the most conflicting advice.

The words of wisdom spoken by the men who

last year were the guests of the Massachusetts Bicycle Club, of Boston, were eagerly listened to by those who, at the invitation of that organization, were now for the first time to enjoy a three-days' visit to the "Paradise of Wheelmen."

At last everyone is ready and ten "Citizens," trusty and true, in full uniform, wend their way to the steamer "Pilgrim."

As the setting sun throws his slanting rays on the happy faces of the men, their bright nickle wheels reflecting a thousand quivering shafts of light, the sight seems to interest for a moment, or perhaps bewilders, the reckless truck-driver so that West street is passed in safety before he can remember that according to the customs of his guild he should have whipped up his horses on the crossing and thrown the party into confusion.

After carefully placing our steeds of steel in a box stall and at a safe distance from two "fiery, untamed steeds" of flesh, we secured our state-rooms and prepared for dinner.

Now, we had appointed as treasurer for the occasion, "The hungry man from Harlem," and were nearly petrified with astonishment at hearing him say he did not care to dine so early!

The most solicitous inquiries were made as to the state of his health, his head, his heart, and his—epigastrium. His pulse was regular, his temperature normal, so what the real trouble was we shall probably never know. The rest becoming clamorous, however, he finally descended to propitiate his majesty, the head-waiter, and secure places for us all at one table.

While patiently waiting, a woman rushed up to our legal member, whose height, dignified bearing and uniform, rendered him somewhat conspicuous, and excitedly demanded to know "why the trunk she gave him the check for last week had not been forwarded?"

The severe and chilling tone in which he replied "that it was probably the baggage-master she wished to see" would surely have frozen the ears on the oft-referred-to bronze image had it been present.

Of course after that all the boys wanted trunks checked, and were constantly inquiring for lost baggage.

"Everything comes to those who know how to wait," and so after considerable delay the party were at last seated at their long table.

The appetite of the Wall street man was so aggravated by seeing those first served enjoying their soup, that he began to lay a substantial foundation of bread, and having consumed all within reach, prevailed upon his neighbors to sell him theirs "buyer ten minutes," thereby temporarily cornering the market.

By this time the boat was cutting her way swiftly through the blue water of Long Island Sound, and the moon, nearly at her full, glinted on the crests of the waves. It was a grand night, but too cold to stay outside for any length of time, while the saloon was bright and warm; so the Citizens gathered around one of the tables under the soft lustre of an Edison light.

Leaving our comfortable quarters at five in the morning, we took seats in the train and

watched the grey, leaden clouds break away before the rising sun.

At Boston a delegation of the Massachusetts Club, headed by their indefatigable President, Mr. Williams, gave us a most cordial welcome. We were escorted to the new Marlboro House, where rooms had been secured, and the whole party breakfasted together.

By nine o'clock we were in the saddle and headed for South Natick, the objective point of the first day's run.

The weather could not have been finer if "built to order and a perfect fit," being just such as inspires the heart of a wheelman, and it was the same during our entire stay at the "Hub."

The blue sky, the fleecy clouds, the sun just tempering the bracing October air, the autumn tints spread over hill and valley, with here and there a glimpse of placid lake or rippling brook, the charming variety of the cottages, and their neatly-kept grounds that lined for miles, and miles, the smooth hard roads called forth continually exclamations of enjoyment and delight. At the reservoir a short halt was made to allow the visitors to test the quality of the water from a famous well, and catch a glimpse of the sylph-like Rebecca, whose fairy footstep brushes the morning dew from the grass around its curb.

They drank, not deep but lightly, of the Pierian Spring, galncing the while towards the cottage that probably concealed the nymph of the fountain. How long this would have continued cannot be told as the echoing notes of the bugle sounded the mount, and off we went through the Newtons to Wellesly College.

The situations and surroundings of this abode of learning are delightful, substantial buildings, fine grounds, a lake, and charming views in every direction. Surely the young ladies who enjoy its privileges are most fortunate. We had already been detained on the road, so there was only time to ride through the place, and then away we sped for Bailey's Hotel.

The dinner was appreciated, both on account of its quality and the appetite we brought to it, sharpened by the twenty-mile run. Before our return, by a slightly different route, the entire party were photographed. By six o'clock we drew up at the rooms of the Massachusetts Club, having covered about thirty-seven miles, and went to the Providence Depot for supper. The dining-room is very tastefully decorated and has a well-earned reputation quite the contrary of the typical railroad eating-house. Probably they wished to give us a warm welcome, but their cordiality was somewhat oppressive, for the temperature was so high as to be almost unbearable, so the fresh-air fiends set up their war cry of "Licht, Luft, Leben!" and had all the windows opened.

When we left the table our "Architect" thought he would go around to the hotel for a moment, so the "Traveler," the "Doctor," and the Secretary said they would accompany him.

Off started our leader, walked up one block, down another, turned numerous corners, and came to a stop where the streets radiated in several directions

To the question, "Do you know where we are?" came the unhesitating answer, "Yes, we're all right," as he led us through one of them.

We turned and twisted and doubled on our tracks, went up dark streets and went down light ones. To every inquiry from his comrades our would-be pilot invariably replied, "We're all right." But, like Caesar, when he refused the kingly crown, each time it was weaker and less confident, until at last we insisted upon asking where we were, and the way out. Following the various directions given, we probably traversed half the city. It is certain we saw more of Boston in half an hour than we should otherwise in a day. At last, by pure good-fortune, we stumbled upon Washington street, on which our hotel was situated. With a sigh of relief the quartette simultaneously exclaimed, *Now we're all right!* and following down, the members came to the end of our wanderings.

Wednesday morning, bright and early, we started for Salem, where both clubs were to dine as guests of the Hawthorne Club, of that place.

Our way was through Cambridge, where we were shown Harvard College, the Washington Elm, and Mr. Longfellow's house. A few miles out of Cambridge the Hawthornes joined us, and at Lynn the entire party were served with lemonade and coffee at the office of Mr. Shillabee, a member of the Massachusetts Club, and afterwards were shown through his factory and watched the interesting process of making shoes.

The road from here through Swampscott, Nahant, and along the water was especially picturesque, although we went so rapidly that the eye could not dwell long on any one point of the panorama spread out around us.

Arriving at Salem, our hosts placed their club-rooms at our disposal, and we then invaded the dining-room of the Essex House, some forty strong. The larder was equal to all demands, and the wheelmen made way for a rifle company that marched up with a band of music and flying colors to show their prowess at the mess-table. It would not surprise us to hear of a famine in Salem.

Before setting out on our return the very interesting museum was visited; also the first church built in America, erected in 1629. To see this ancient relic gave some idea of the primitive living and hardships endured by the early settlers, as contrasted with the luxuries of the present. The writer recalls to mind a passage in the memoirs of one of his own ancestors, who landed at Nantasket the 30th of May, 1630, and probably worshipped in this very church. He says: "Now coming into this Country, I found it a vacant Wilderness, in respect of English. There were indeed some English at Plymouth and Salem & some few at Charlestown, who were very destitute when we came ashore. . . . the then unsubdued Wilderness yielding little Food. . . . Fish was a good help unto me, and others. Bread was so very scarce, that sometimes I tho't the very Crusts of my Father's Table would have been very sweet unto me. And when I could have Meal & Water and Salt boiled together, it was so good who could wish better?"

Our hosts rode back with us to Lynn, a few accompanying us almost to Boston, which we reached by a somewhat different route at dark, having made about fifty-five miles.

The "Citizens" will not soon forget the hospitality of the Hawthorne Club, and the delightful visit to their town will linger long in our memory.

Thursday, the third and last day, was devoted to a run to Lexington. On the way we passed the famous Corey Hill, several of the party testing their climbing abilities, no one, it is hardly necessary to say, reaching the top. On we go at a rattling pace to the reservoir, where a halt is made, while three of the "flyers" race around it, a mile and an eighth, to make a record.

Later we enjoy an exciting coast on a winding road for about two miles. This was the finest opportunity we had, the other roads being nearly level or with only here and there a short hill.

Now we wind through Waltham at reduced speed and in single file, as was the custom in most of the villages and towns we entered.

As we rattle over the bridge we catch a glimpse only of the factory where the Waltham watches are made, and on we fly up a long series of hills till we finally sweep around a corner and dismount at the Massachusetts House.

After dinner, a wood-fire was built in the old-fashioned, open fire-place in the main hall, and around its cheerful blaze the men formed a circle, chatting, telling stories, and singing.

This hall was a charming feature of the house, being some thirty feet square, containing a piano, tables, sofas, and easy chairs. Two large doors at opposite ends provided for a cool draught through it in summer.

The ubiquitous photographer, carrying all his apparatus on his wheel, and appearing in the most unlooked for places, again captured the party on his "dry plate."

The ride home, past Mt. Auburn Cemetery, seemed mostly up-hill, and a strong head-wind made it hard traveling, especially on the mill-dam, where the road was heavy and the full force of the blast was felt, as there it had a clean sweep over the Charles River. Nevertheless we were back on time at half-past four, as promised, with thirty-three miles to our credit since morning.

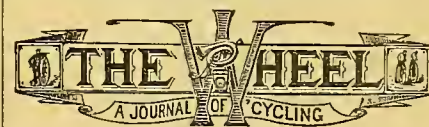
Then there was a hurried packing of bags, and wrapping up of wheels, good-byes were said, and the "Citizens" trip to Boston was ended.

That it was such a perfect success, as every one of us agree, is due to the untiring energy, and great executive ability of Mr. Henry W. Williams, as President, assisted by his able and genial fellow members.

The train moves slowly from the station as the last adieus are waved. "Now, boys, all together, three cheers for the Massachusetts Club?" And right heartily are they given, while the club-call of the visitors mingles with that of our hosts—*Mas-sa-chu-setts, Hurrah!*

The Citizens are proud to number this club among its distinguished friends, and we shall hope in the near future to have the pleasure of reciprocating the attention, courtesy and hospitality so freely tendered us in Boston.

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English Bicycles & Tricycles,

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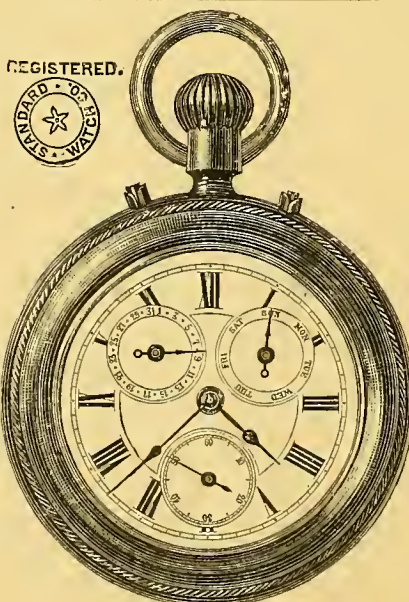
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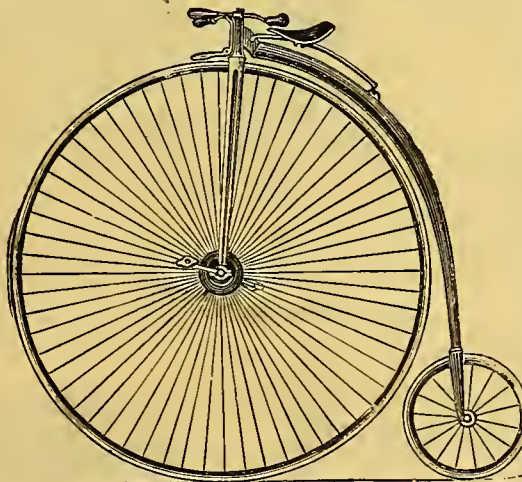
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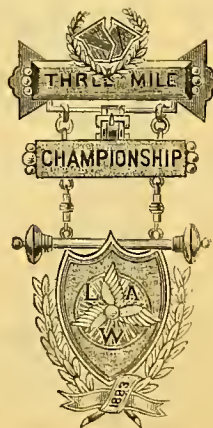
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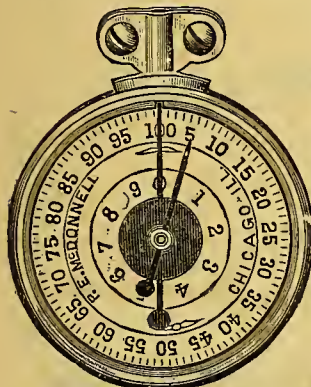
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The new flat-seated tires are a great improvement, and the new
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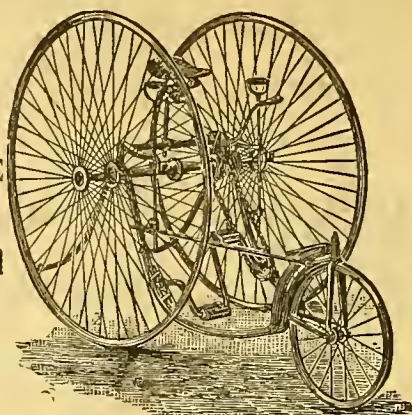


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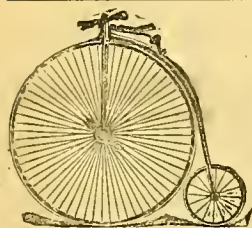
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48-in. Stand'd Col., bright and paint, plain bearings,	55.00
48-in. Special Columbia, nickel, ball bearings	85.00
48-in. Timberlake, bright and paint, roller bearings,	55.00
50-in. Arab, nickel, ball bearings	75.00
50-in. Stand'd Col., bright and paint, cone bearings,	55.00
50-in. Special Col., nickel and paint, ball bearings,	100.00
50-in. Special Columbia, nickel, ball bearings	80.00
50-in. Am. Sanspareil, nickel and paint, ball bear.	110.00
52-in. Stand'd Col., bright and paint, cone bearings,	70.00
52-in. Extra Challenge, bright and paint, ball bear.	100.00
54-in. Extra Challenge, bright and paint, ball bear.	100.00
54-in. Standard Columbia, nickel, cone bearings	90.00
54-in. Special Columbia, bright and paint, ball bear.	80.00
54-in. Royal Challenge, nickel and paint spokes,	
ball bearings	95.00
54-in. O. S. Humber, nickel and paint spokes,	
plain bearings	50.00
56-in. Expert Col., nickel and paint, ball bearings	115.00

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We commenced receiving orders in advance for the 1883 patterns of the above favorite machines, as early as December last, and the indications are that the demand this season will largely exceed our facilities for supply. We are, therefore, compelled to warn our patrons that it is only by ordering early that they can hope to avoid the annoyance of delay.

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