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The blow has fallen. The League must now die. It can no longer live when so great a proportion (as many as ten, I presume) of its warmest and most enthusiastic (?) supporters have withdrawn in the Missouri Division. From whence has always come all the support, pecuniary, numerically, and otherwise, to which the League has so far owed its life? Why, from Missouri, of course. Where now will we get all this? Alas! Only echo answers, "Where?"

Roland G. Rood, whose title of "club philosopher" I have often used in this column to father bad puns and jokes of my own construction, leaves New York and the Ixion Club to enter into active life among the mining camps of the far West. The East loses thereby a genial fellow and a noted racing man, while the West gains an expert mining engineer.

The more I see of Hendee the more I am convinced he ought to go in the watering cart business. He is such a spurter. See!

If Frazier has many more accidents to his wheel previous to races, he will cause himself to be looked upon as the Charlie Courtney of bicycling.

The new aspirant for the honor of "club philosopher" asked me to test his merits as a candidate for that position. Therefore I asked him if a bicycle could have more than two wheels and yet remain a bi. After deep thought he gave me the old chestnut of a reply that it could, because it was even now a "V"-hicle, which, of course, made it a five wheeler. To show him his error in this claim, I gave him a logical reply as follows: No bi-cycle has three wheels. One bicycle has two wheels more than no bicycle. Hence a bicycle has five wheels. He wants me to take the position now.

I went to Boston on Decoration Day to attend the races of that lively club, the Ramblers. I need not say that they were a success, for with such men as Harris, Howard, and Peck at the head of affairs they could not fail to be so. The only thing that tended to mar my pleasure was to see the funny way that it came about that Burnham kept out of one race while Frazier won it. And then Frazier returned the favor in the ten mile, so Burnham should win. Simply accident, of course.

As all bicyclers are wealthy, and many in consequence spend much time at Long Branch, it would not be amiss on my part to note the fact that Thomas Coulter, the genial proprietor of the famous Café Coulter, in Fifty-ninth street, has opened an establishment at West End, under the title of Coulter House. As "Tommie" is a League man, he will probably come in under our hotel tariff, which, I am pleased to state, is a protective one to his fellow members.

The K. C. W. race meet this month will be one of the racing events of the season.

The fliers have all entered, and the prizes to be awarded are such that will tempt the closest competition among them.

OUR BOSTON LETTER.

THE BOSTON RAMBLERS' RACES—INTERESTING CONTESTS MARRIED BY PROFESSIONAL JOCKEYING—THE CUNNINGHAM COMPANY AND THE CUSTOM HOUSE AT LOGGERHEADS—AUTUMN MEET OF THE C. T. C. AND A CAMPING OUT BY THE BOSTON CLUB.

The events here of the past week will not soon be forgotten in racing circles, for it is indeed very seldom if ever that we have had the pleasure of witnessing two such interesting meets in one week as proved the Ramblers' and Harvard races. The Ramblers' races were held on the grounds of the Union Athletic Exhibition Company, Decoration Day, and with the exception of a little jockeying in two or three of the events, can be considered a great success. The Ramblers had worked hard to make these races a success, and they certainly deserve much credit for the admirable way in which they have carried out all the details of the affair. Everything as far as the club was concerned was satisfactory. They secured the best of entries, and if some of these refused to start, it certainly was no fault of the club. Hendee was announced to compete in the one mile race, but although he was on the grounds, he did not ride, giving as his excuse that the track was too poor for his light racer. This of course was a great disappointment to the audience, but still another was in store for them. Charles Frazier, the Smithville Star rider, and Edward Burnham, of Newton, were entered in both the two and ten mile events, which were therefore expected to prove the most interesting races of the day; indeed, it was expressly for the purpose of witnessing Burnham and Frazier compete that a large portion of the spectators were present. When the two-mile race was called, only Frazier made his appearance. This was rather a surprise to everybody, but it was thought he was reserving himself for the ten mile, so nothing was said; but when Burnham faced the scratch without Frazier for the ten mile, the spectators openly expressed their disgust at such actions by persons pretending to be gentlemen amateurs. Burnham's friends claim that he did nothing out of the way in the matter, but as Burnham himself acknowledges that Frazier told him before the races that he would not go in the ten mile, it is hard to believe that what he did was right. Frazier claims that the reason he did not enter the race was because he had to ride a roadster machine—his own mount having been broken the day before—and would stand but little chance of winning against a man like Burnham. He could not afford, he said, to be beaten in a race. Probably he could not, for it is usually desirable for a man to be successful in the business out of which he makes his living. Why some one does not protest Frazier when he enters a race, I cannot understand. I hear continual complaints about his not being an amateur, and the unfairness of allowing him to compete against men who have such a limited opportunity of training as has the ordinary amateur racer, and yet no one dares to protest against him. I will have more to say on this subject next week, and I have a strong impression that Frazier will not much longer be permitted to

pursue his course of gobbling up prizes at amateur race meetings. The other objectionable feature of the Ramblers' races was the professional race. This race was decidedly the most uninteresting of the day, and besides being uninteresting it was simply disgusting to see the men when opposite the grand stand bending over their machines and apparently riding at their utmost speed, while on the back stretch they would ride at a pace so slow that it was with difficulty some of them preserved their equilibrium. The jockeying was so evident that the referee cautioned them he would stop the race. A professional race should never be held at an amateur meeting, and a clause should be inserted in the League racing rules similar to that of the N. A. A. A. which forbids amateur and professional races being held together.

The attendance at the races was about two thousand, exceedingly large, considering the numerous counter attractions. This number, however, will not clear the expenses of the meet, for the prizes alone are said to have cost about \$500,—the total gate receipts. As I have stated before the track is a well shaped one, but has a very soft surface, which prevents any fast time being made. With proper rolling and wetting, however, the track can be made one of the best in New England. A stiff breeze was also blowing, which is why better time was not made.

The first event was the first heat of the one half mile race, in which were entered Charles Frazier, Smithville, N. J.; E. P. Marshall, of Brockton; H. A. Edgerly, of Cambridge; H. M. Sabin, of Newton; and G. W. Mathewson, of Harvard. Sabin started off first, but was quickly passed by Edgerly and Frazier, who made a pretty race for first place, Frazier finishing first, with Edgerly scarce a yard behind and Sabin a good third, the others having dropped out. Time, 1 minute 37 seconds.

The first heat of the one mile had as competitors H. A. Edgerly, A. W. Martin, of Maynard, and C. F. Haven, of Brookline. It was soon evident that the race was between Edgerly and Haven, and on the last lap they made an exciting struggle for first position. Edgerly won by about a foot, by a gallant spurt when a few yards from the finish. Time, 3 minutes 31½ seconds.

The one mile race for the handsome gold medal, significant of the championship of the Ramblers Club, had for starters R. F. Stahl, Arthur Whitaker, N. G. Norcross, C. S. Whitney, and F. E. Bryant. The competitors in this event were anything but fliers and Norcross on his Star found it an easy matter to win in the slow time of 3 minutes 41 seconds.

Next was the one mile race without hands, which afforded considerable amusement from the apparent utter inability of the contestants to prevent their arms and bodies swinging in all sorts of directions. H. M. Sabin proved the best man, and won in 3 minutes 53½ seconds, George E. Cain second, and F. B. Brigham third.

The second heat of the half mile race was won by Haven, in 1 minute 36 seconds Edgerly second. The third heat of this race was won by Edgerly, with Haven second. Time, 3 minutes 25 seconds, the best of the day.

The two-mile club handicap had the same list of starters as the championship. Norcross, Whitaker, and Stahl started from the scratch, while the others had a handicap of 150 yards,

The scratch men found but little difficulty in making up the handicap, and the race was won by Norcross, with Whitaker a close second.

The five-mile handicap was the prettiest race of the day. H. M. Sabin started from the scratch, C. F. Haven at 50 yards, W. B. Segur at 150 yards, A. Maillard, of Providence, and H. C. Piper, of Cambridge, at 400 yards, and E. E. Gage, of Hyde Park, and J. J. Gilligan at 440 yards. Sabin started out with a rattling pace, and steadily gained on his competitors and on the last lap by a magnificent spurt passing Gage and winning by a yard, with Segur third and Piper fourth, the others having retired.

The one mile tandem bicycle race was interesting from its novelty. The pairs were Rice and Bryant, and Stahl and Whitaker. The first named team were given a half lap handicap, but were even then easily beaten by the latter. Time, 3 minutes 33½ seconds.

Frazier and Haven were the only competitors in the two-mile dash. Frazier winning at his leisure in 7 minutes 41 seconds.

The ten-mile race was as easily won by Burnham, who had for competitors A. Maillard, of Providence, and C. R. Wright, of Cincinnati. Wright was taken with a cramp and dropped out on the third mile. Burnham's time was 37 minutes 58 seconds.

The professional race had for contestants George Harrison, George Hutchinson, R. A. Neilson, and C. J. Young.

No racing was done until the last lap, when Neilson spurted to the front, winning in 19 minutes 29½ seconds. Harrison second, and Young third. Hutchinson dropped out on the third mile.

The officers were as follows: Referee, Will I. Harris, Boston Ramblers. Judges—Edward C. Hodges, Boston Bicycle Club; Frank A. Egan, Ixion Bicycle Club, New York city; Charles P. Shillaber, Massachusetts Bicycle Club; Herbert W. Hayes, Cambridge Bicycle Club; starter and handicapper, Charles S. Howard, Boston Ramblers; clerk of the course, Alonzo D. Peck, Jr., Boston Ramblers. Aids—Frederick F. Rhodes, Harry H. Frost, S. S. Colburn, W. E. Webber, W. C. Stahl. Scorers—H. D. Corey, Massachusetts Bicycle Club; Royal H. Abbott, Boston Ramblers; Frank R. Brady, Boston Ramblers. Timers—J. G. Lathrop, U. A. A. C.; Eugene Merrill, John T. Williams, U. A. A. C. Reception committee—Edward L. Parker, A. L. Flocken, W. A. Chapman, George W. Tyner, George B. Fillebrown.

The prizes were elegant gold and silver medals, and a number of useful articles of value.

The Cunningham Company have been getting themselves in difficulty with the United States Custom House officials. It would seem that the Cunningham Company had a special contract with Bayliss Thomas Company, of London, by which they agreed to pay £2 in addition to the regular price of the machine, for the exclusive control of that company's make of machines in this country. A Government detective has for some time past been looking the matter up, and last week seized 85 of the machines on the charge of full duty not having been paid. The Custom House does not pretend there is any undervaluation of the goods, but on the contrary admits they are of a higher invoiced valuation than many which come into this country.

The question at issue is, however, whether this consideration which is paid should be added to the invoiced value of the goods. The Cunningham Company claims it is a totally distinct transaction, and has no more relation to the cost of the goods than have certain royalties paid by them to inventors in this country. After being detained at the Custom House since the 22d, the machines were received yesterday. Mr. Moorfield Storey has been retained as counsel for the Cunningham Company.

The American Branch of the Cyclists' Touring Club will hold its first autumn meet in Boston on October 6. The meet will be for two days, and it is proposed to make a repetition of the 1878 wheel around the Hub. The start will be made Monday morning and the Massapoag House, at Canton, reached in time for dinner. The night will be passed here, and the next day the run be continued by a circuitous route to Cohasset and return to Boston.

The Boston Club are planning for a two weeks' camp at Canton during the latter part of July. It is probable that the Providence Club will join them, and a grand good time is expected as the result.

R. A. Neilson, our crack professional, is looking around for some one who wants to contest with him for the right to the championship of Canada, he once having been in that country.

Woodside arrived here last week and tried to enter the Ramblers races, but as the entries were closed he had to stay out, much to his disappointment. He came on for the purpose of getting up a professional race, and says that in a few days he will be followed by a whole swarm of these gentlemen, among whom are included Prince, Higham, and Morgan. It is quite probable that a race will be arranged for them on the Union Grounds, to occur some time about the middle of this month.

Mr. J. H. Aubin, of the Newton Bicycle Club, was run into by a carriage last Friday while riding his bicycle across the Milldam. He was thrown under the horses' feet, but fortunately received no serious injury. The driver promises to pay for damages to the bicycle. LEWEE.

BOSTON, June 2, 1884.

CYCLING AT THE COLLEGES.

The interest in cycling has never been greater here than it is this spring. The rains and the proverbial "Jersey mud" have prevented the club from taking many runs until within the last few weeks, but now, as the roads are fast becoming fine, numerous trips are planned by our Captain. The soil around Princeton is of a clay mixed with a little sand, and when packed makes as fine a road bed as a wheelman could desire. But the roads and paths over the campus are always kept by the college in fine condition, and these are appreciated by the owners of wheels. The best of these is a long, straight path leading directly to the Marguagel Chapel.

About two weeks ago the club, comprising about forty wheels, ran down to New Brunswick—about sixteen miles distant—in an hour and a quarter, being compelled to dismount only once. On the following Saturday, May 10th, the College Athletic Association held their spring games and several members entered the two-mile bicycle race. This was won by Stearns, '87, in very good time, considering the heavy track and strong wind. On coming Saturdays the club will take runs from Crystal Hall (one of the college buildings on the campus), to Trenton and to New Brunswick. A party of three members are thinking of a ride to Long Branch and Seabright during the latter part of this month. At all base ball games the club parades to and from the grounds under the leadership of our handsome Captain. Among our members we have a noted fancy rider, Mr. Chester, of Washington.

We have a pleasant room, given us by the college, in which we hold our meetings and keep our machines.

The annual meeting was held on the 6th inst., and the following officers were elected: President, J. D. Bedle, '85; Vice-President, A. G. Cameron, '86; Secretary, J. H. McKeckine, '86; Treasurer, L. Stearns, '87; Captain, C. T. McClumplin, '85; Correspondent, S. N. Knapp, '85. The retiring President gave us a glowing description of the Harvard Bicycle Club dinner last winter, at which he was present. The club is contemplating a luncheon party soon, at the University Hotel.

The uniform of the club is of a dark color, with peacock blue and old gold facings, presenting a neat appearance. The majority of wheels are "Experts" or "Harvards," while the "Club" machines come in for their share of popularity.

Messrs. Morgan and Woodside passed through the campus on their way West, May 2d, and we heartily bade them good speed on their long journey.

The Princeton College Bicycle Club extends a hearty welcome to wheelmen—whether members of the L. A. W. or not—and hopes soon to shake them by the hand and offer to them its hospitality.

SOMNUS.

PRINCETON COLLEGE.

THE YALE COLLEGE RACES.

A northwest wind swept fiercely across Hamilton park Wednesday, May 28th, taking strange liberties with the pretty girls who watched the races of the Yale Bicycle Club. It disarranged their draperies, made them weep at unnecessary moments, and drove all the color from their cheeks while it reddened their noses. Below, on the track, bicycles of all descriptions were heaped together and enthusiastic bicyclists shivered heartily and cheered feebly. The costumes worn by the racers were a trifle rudimentary, and forcibly recalled the day when Lydia Thompson's troupe lost all their stage costumes when the manager's hand-bag was stolen. The first race, one mile, for the 3.20 class, was contested by H. W. Hogue, George Leffinwell, and W. C. Tracy, all of New Haven. Tracy led from the start and won in 3.26 3/4, with Leffinwell 10 feet behind him.

E. Norton, of Harvard, and L. Hamilton and W. Maxwell, of Yale, started in the mile college race. Norton, said to be Harvard's best rider, appeared upon the track daintily clad in a shrunken crimson jersey and his little brother's breeches. Hamilton had the pole, took the lead, was passed by Norton at the quarter, gained first place at the three-quarter post, and won easily in 3.05 1/5, with Norton second; time, 3.10 3/4.

In the five-mile handicap, Hamilton, with 20 seconds handicap, Palmer, of New Haven, and C. S. Fiske, of Springfield, scratch, started. Fiske took a bad "header" almost immediately, but pluckily rode for two laps. Palmer caught Hamilton on the second mile, and in his fancy began to grasp the silver punch bowl. He infused his friends by a significant gesture, that he had a picnic and meant to enjoy himself. The men kept together till the last lap, when Hamilton found he had business the other side of the judges' stand, and proceeded to get there. He went by the astonished Mr. Palmer like a shot and won in 18.02.

Norton's red jersey and Champion Hendee's black tights figured in the one mile open race. Mr. Norton meant well, but Hendee had things all his own way and broke the string in 3.24 1/2.

The most amusing contest of the day was the "half mile without hands." E. B. Kimberly and Dr. N. P. Tyler, of this city, waved their arms wildly and pursued a somewhat irregular course about the track. Kimberly took the lead, but the medical man soon showed better speed and won in 1.56 3/4. The club consolation race brought out Kimberly again with A. Meeker and C. Adams, Jr. Meeker had a bad fall and at first was thought to be badly injured. Later he was reported all right, while Adams was winning easily. Time, 3.40 1/2.

W. Maxwell and W. C. Tracy, 13 seconds handicap, R. F. Way, 1 second, and C. S. Fiske, scratch, started in the two-mile handicap. Fiske was too heavily handicapped to win, but he took third place from Way. The others finished in the order named. Time, 6.39. The three-mile intercollegiate was ridden by Hamilton and Maxwell. Hamilton, by far the faster man, won in 11.5 1/2.

Charles F. Frazier, the Star bicycle expert, had the misfortune to collide with one of Hurlburt's grocery wagons on his way to the park and was obliged to ride the five-mile open race on a borrowed roadster, much too small for him. Hendee and Fiske were the other starters. For two miles it was a very pretty run, the men keeping close together, but Fiske then fell out of the race and Hendee, putting on a beautiful spurt, beat Frazier some 20 yards. Time, 17.40 3/4. Considering his unfortunate mount, Frazier made a fine showing.

A half mile consolation race closed the afternoon's sport, Fiske easily defeating Palmer in this rather thankless contest. The time was 1.41 1-5.

Hendee's riding was extremely graceful and attracted universal admiration. Palmer, of the Ramblers, had a heavy handicap to overcome, and rode very pluckily. He was repeatedly cheered by hosts of friends, being one of the most popular men on the track.

The officers of the course were: Clerk, L. Foster; starter, C. L. Hyde; scorer, S. Colgate, time keepers, P. D. Bernard, W. Thomas, Mr. Weaver; judges, Frank Egan, A. C. Thompson, E. A. Merritt; referee, Dr. N. M. Beckwith.—*News*.

HARVARD COLLEGE RACES.

The fifth annual meeting of the Harvard Bicycle Club was held Saturday afternoon in the presence of about 300 spectators. The day was a perfect one for riding. There was but little wind and the air was cool and bracing. The new track on Holmes Field, which is probably one of the fastest in the country, was in a superb condition. It was 3.30 when the first race, invitation, one mile, for which there were three prizes, gold, silver and bronze medals, was called.

There were five men entered for the first heat of this race, but only two, George M. Hendee, Springfield, and Eliot Norton, Harvard Bicycle Club, came to the scratch. Hendee took the lead and held it until about 30 yards from the finish, when Norton spurred and won in 3m. 15 1-4 seconds. Hendee's time was 3m. 15 3-4 seconds. In the second heat Charles Frazier, of Smithville, N. J., and H. A. Edgerly, Cambridge, came to the scratch. Frazier rode a "Star" machine. At the start Edgerly went to the front. As they were crossing the line on the fourth lap, Frazier spurred, passed Edgerly, and kept increasing his lead until, at the finish, he was the winner by 10 yards. Frazier's time was 3m. 6 1-2 seconds.

The second race on the programme was a one mile, open to college men. The Yale men who were entered for this failed to put in an appearance. The starters were: H. W. Hogue, G. W. Mathewson, Eliot Norton, all of Harvard Bicycle Club, and W. B. Segur, of Andover. Hogue took the lead, followed in order by Segur, Mathewson and Norton. But Norton spurred on the second lap, and one by one, passed his competitors, and won the race in 3 minutes 6 1-2 seconds. Mathewson took second prize, his time being 3 minutes 8 1-3 seconds. Hogue was third, and Segur a poor fourth.

In the next race there were eleven entries, but of these only five started. It was a three mile handicap. The men who came to time were W. B. Segur and H. A. Edgerly, both with a handicap of 100 yards; G. W. Mathewson with a handicap of 140 yards; N. G. Norcross, of Boston Ramblers, and Arthur Millard, Providence, both with a handicap of 160 yards. Segur dropped out on the last lap of the first mile. Edgerly and Mathewson threw off their handicaps in the last lap of the second mile. Edgerly passing Millard on the scratch. Edgerly then chased Mathewson and passed him on the first lap of third mile. Mathewson then dropped out.

As Edgerly, who had the lead by about 20 yards, was rounding the corner in the second lap of the third mile he fell. He, however, mounted again and came in third. Millard won in 9 minutes 55 3-4 seconds. Norcross second, time ten minutes 5 3-4 seconds.

The final heat of the one mile invitation race was next. This proved the most exciting race of the day. The starters were Norton, Hendee and Frazier. Frazier and Hendee immediately pushed away from Norton, who evidently at the end of the first lap was out of the race. Hendee led Frazier by about four feet during the whole race and Frazier's extreme efforts could not overcome the lead. Hendee finished in 2 m. 54 1-2 sec. His first lap was made in 45 1-2 sec., two laps in 1 m. 28 1-2 sec., three laps in 2 m. 14 sec., mile in 2.54 1-2, thus making the last quarter in 40 1-2 sec.

A one mile tricycle race was the next event. Hendee and C. F. Haven appeared in this race. Hendee took lead and was an easy winner in 3 m. 44 sec. Haven's time, 3 m. 57 1-2 sec.

The last event of the meeting was the five mile invitation race. The starters were Frazier, Norton, Millard, and Theodore Rothe of Boston. Frazier went to the front. At the end of the 10th lap or two miles and a half, Frazier had gained a lap on Rothe, was about one half a lap ahead of Norton. Frazier kept the lead and finished, the winner, in 16 m. 40 1-2 seconds. Norton's time was 17 m. 1 1-2 sec., Millard's 17 m. 25 sec.

ANDOVER NOTES.

Editor of The Wheel: Doubtless many readers of THE WHEEL are ignorant of the fact that a bicycle club does exist in Andover, and in Phillips Academy, but such is the case.

Although it has been some weeks since we have enjoyed the pleasure of road riding, yet it has not lessened the interest in wheeling, and many are counting the days before they can once more mount their wheels and commence another season.

Our club numbers about twenty, with W. B. Segur, Captain; W. F. Richards, First Lieutenant, and P. W. McClellan, Secretary and Treasurer.

We include among our members, Wright, of the Cincinnati Wanderers; Beckwith, of the Cleveland; Segur and Richards, all of whom have distinguished themselves upon the race track. Our uniform consists of gray coat and pants, with blue helmet and stockings.

Although we cannot go to the L. A. W. meet, we shall attend the meet of the L. E. C. W., of which nearly all are members or are to be. CLUB SNAIL.

HE DOES IT IN VERSE.

Editor of The Wheel: The epigram below is apropos to the case lately tried in this city, which (though the act was certainly one of gross recklessness) went against the plaintiff, chiefly by the effect of the old Puritan Sunday laws here. If the lines seem to make too sweeping a charge, lay it to poetical license and propriety in substituting the class for the individual.

SUGGESTED BY A LATE CASE.

'Tis the notion of horse-trotting pride—
Each is welcome to what we enjoy,
Whether driving his own, or to let;
But the rights of the wheelmen's ride
We will run down and smash and destroy
If on Sunday they chance to be met;
For the horse and his master are sole
Lords of road and require the whole.

J. G. D.

BOSTON, April 26th.

FROM THE HUDSON VALLEY

Editor of The Wheel: In February, 1882, I wrote of the organization of the Cortlandt Wheelmen as a League club, and of our claim to be the first club so organized. In February, 1883, I wrote you again, telling of the club's growth and prosperity, and now in February, 1884, I sit down to give you a repetition of the news of '83. (Query: Is this my second or third annual letter?)

Our new officers, elected on the 13th inst., are: Captain, D. C. Hasbrouck; Lieutenant, S. A. Mead; Secretary and Treasurer, A. D. Dunbar; Bugler, E. A. Hodgkins. The club membership increases slowly but steadily. The vexed question of a uniform seems settled at last, and wheels are being looked over and repaired in anticipation of that joyful day when the bugle shall sound again the welcome call to "boots and saddles."

We are liberal in our views. "Chacun à son goût" is our motto, and so when our worthy Secretary, who deserves the title of "club infant," in virtue of his two hundred and fifteen pounds weight, exchanged his Extraordinary for a Star, his new mount excited but little comment. Even the rumor that two or three of our new members are about to follow his example has not disturbed our equanimity.

I can imagine the delighted smile creeping over the face of "Ben F.," up in the hills of New Hampshire, as he reads these lines. If he, and the other Star enthusiasts would cease harping on its safety, and advertise some other good qualities that the thing really possesses, it would, I think, be to the advantage of their favorite.

PORTLAND NOTES.

Editor of The Wheel: A little news, contained in the following report, will doubtless prove of interest to many of your readers. A largely attended and enthusiastic meeting of the wheelmen of this city and vicinity was held on Feb. 25. It was considered best for the interests of all concerned, that a new and active club be formed, and that the old organization (the Portland Bicycle Club) be disbanded. Upon report of committees duly appointed, an organization was effected, under the name of the Portland Wheel Club, and the following officers were elected: President, Charles H. Lamson; Vice-President and Captain, John C. Stevens; Secretary and Treasurer, Joseph L. Clough; First Lieutenant, Fred S. Clark; Second Lieuten-

ant, Edward H. Snow; Bugler, John P. Sparrow.

The officers then assumed their duties, and committees were appointed to submit a Constitution and By-laws, also to report upon the matter of club rooms; reports to be presented at the next meeting.

The old club was established about four years ago, and after a successful continuance of some three years, has gradually become a merely nominal club, no meetings having been held for nearly a year, and no club work having been accomplished. The new club starts with a membership of some twelve or fifteen of the prominent riders of Portland and suburbs. The outlook for an active and social club is, to say the least, very encouraging. There have been a number of new riders since the last meeting of the old club, all of whom, we believe, we have in the new one. It is probable that this will be a League Club. The P. W. C. takes, and will continue to take, an active interest in the trip "Up the Kennebec," details of which are being rapidly collected by Mr. Elwell, of our club. This will be the trip for all wheelmen who desire to make a delightful tour through a beautiful section of country.

J. L. C.

THE WHEEL IN DENVER.

Bicycling has received quite an impetus here during the last month, and from all appearances we may be reasonably sure that a permanent and enthusiastic interest has at last been awakened in our favorite sport.

We attribute a great part of this auspicious opening of the riding season to the efforts of Messrs. Wilmot and Sewell, who complete this week the third of their engagement at Belmont & Hanson's rink, where they have attracted delighted crowds nightly.

During the second week of their engagement the Colorado Wheel Club, recognizing the uniform excellence of their exhibitions, and also wishing to testify in a measure their esteem and regard for them personally and as brother wheelmen, unanimously resolved, at a special meeting, to present them with a token of regard which might serve as a pleasant reminder of their visit to the Rocky Mountains.

With this object in view, we caused to be made a bicycle composed entirely of natural flowers, which was presented to them on Thursday evening last, at the formal opening of the enlarged and completed rink. After Wilmot and Sewell had given an exhibition of their skill, six members of the C. W. C., Messrs. C. B. Kimball, M. E. Whittem, W. F. Payne, W. N. McBird, and F. J. Chamard, took the floor and went through a number of evolutions which were enthusiastically received by the audience, which numbered something over thirteen hundred. At the conclusion of the drill a simultaneous dismount was made in front of a raised platform at the rear of the hall, when Mr. H. V. A. Ferguson, one of the prominent lawyers of the city, made a very brilliant presentation speech, and presented the floral piece to Mr. Wilmot on behalf of the club, accompanied by a handsomely inscribed card bearing the date and names of the donors. Mr. Wilmot made a very neat little speech, thanking the club for the totally unexpected gift, and also expressing his thanks to the people at large for the encouragement they had received in their efforts to please. After short addresses from several of the prominent people present, skating and dancing were indulged in until twelve o'clock.

BRIEF NOTES AND COMMENTS.

The Drill Squad presented a very handsome appearance in their new uniforms of dark blue, and all mounted on nickel plated wheels. Mr. C. B. Kimball, the "Jumbo" of the club, led the line, mounted on his 58-in. American Club. We now have the use of the rink for practice whenever the floor is not occupied by skaters, and expect by a little hard work to be able to get up an entertainment on our own account in a month or two. Wilmot has received and accepted a challenge for a five-mile race from an ex-member of the Kensington, England, Bicycle Club, who has "bobbled up serenely" and informs the public through the newspapers that he is confident of his ability to defeat the best known fancy rider in the U. S. The prize is to be a gold medal, and we are confident that Mr. Jones will get most beautifully left. The race will be run at the rink, and as the turns are pretty sharp, fast time is impossible. Will give you an account of it in my next.

REFLEX.

CINCINNATI JOTTINGS.

The weather here has been continuously rainy for a week past, and even our local weather bug, in whom the 'cyclers have much confidence, has "missed it" nearly every day.

Things have been pretty lively though in wheel circles, and I have a pleasant event to chronicle, besides a decidedly unpleasant one.

The Cincinnati Wanderers held their annual road races last Saturday, at their headquarters on the Madisonville road, East Walnut Hills, and, despite the threatening weather, three events were run off and much enjoyed by the assembled wheelmen and others. The time announced for the races was 3.30 P. M., and at that time a large body of wheelmen had assembled, including delegations from the Cincinnati Bicycle Club, College Hill Club, Kenton Wheel Club, of Covington, Ky., and Brighton Bicycle Club.

The first event was a one-mile race for boys under twelve, and brought to the front three youthful aspirants for racing honors. It was won by Clough Anderson. Prize, silver medal.

The next was a three-mile race for a gold L. A. W. badge, and four men got off at the crack of the pistol: Messrs. Mannen, Hodge, of the Cincinnati, Muhlhauser, of the Brightons, and Myers, of the Kentons.

They got off well, with Mannen pushing the riding, closely followed by Myers, Muhlhauser, and Hodge. At the turning point Mannen was spurring with Muhlhauser for the lead, and Myers and Hodge running together. Mannen retired, badly winded, and Myers disabled his machine soon after turning. Hodge and Muhlhauser rode neck and neck, with Myers gaining, until the last hill was reached, when Hodge retired, and Muhlhauser won, with Myers a good second.

The five-mile race for a silver cup was run next. Warner Galway, John Barclay, and Howard Rodgers starting. It was a walk-over for Galway, who was a quarter of a mile ahead at the two-mile flag, and came in about half a mile in advance of the others. Rodgers second, Barclay being distanced, having taken a fall.

A three-mile dash for 3.50 class was to have been run, but the threatening weather and late hour decided the club men not to start it, and the merry wheelmen adjourned to the tents in the rear of the club house, where refreshments were in order, and a jolly good time had over the ice cream, cake, and lemonade, which was bounteously served by the club.

After a group of wheelmen had had their pictures taken for a souvenir of the event, the men departed with three cheers and a tiger for the Wanderers, and the inhabitants for a mile or so were edified with divers club yells and other noises peculiar to bicyclers, as they wended their ways homewards.

I forgot to mention that elegant leather medals were presented to the men coming in last in the races by ex-Capt. W. E. Whiting, in addition to the other prizes.

Six men, under the guidance of Capt. Hosea, of the Cincinnati, started for Hamilton after the races, intending to take a Sunday run to Oxford, but the rain interfered, and only three were plucky enough to start out next day. Two of these went to Eaton, arriving there at 5 P. M., and one went to Lebanon, getting there for dinner.

A good sized row was had at the last meeting of the Cincinnati boys, and a split is imminent, unless there is something done to pacify six or seven kicking members. They are dissatisfied with the Captain, and have requested him to resign, which he did as Captain and as member.

At the meeting a stormy time was had, which ended in the resignation of six men, who announced their determination of starting a club to their own idea.

None of the resignations have been accepted yet, and a meeting is called for next Tuesday to consider them.

The club is resolved into three parties: those for the Captain, those against him, and those who are anxious for the welfare of the club, and have no personal grounds for wanting to displace the commanding officer. It is to be hoped that the latter will prevail, and our club resume its old occupation, the pursuit of bicycling, instead of quarreling and squabbling over personal matters. Gentlemen, you are doing the cause no good, and you are certainly giving yourselves no pretty reputation among the neighboring clubs.

Instead of doing this, you should be trying to get up a good sized party to go to Washington, or be busying yourselves with other

matters in aid of bicycling. Let me put in my humble protest against these methods and my earnest wish that you reconsider your action, and once more, pull in unison at the pole of the club.

NOTES.

Frank Mannen, who was distanced in the three-mile race on Saturday, wrote a card to the *Truthteller*, saying he was not distanced, but had a severe cramp, which was answered next day by the judges, saying that under the League Rules he *was* distanced, cramp or not. This squelched him.

The boys paralyzed the ice cream, but the supply did not seem to fail until all were helped, and then, while everybody was having a good time, the mob raided the club house, and played sad havoc with the club freezer and cake box.

When "Sandy" Livingston came into the group having their "mugs" taken, and struck an attitude, the camera wouldn't work, and the operator afterwards told me that it was severely strained.

One of our crack racing men, being forbidden by his physicians from riding, took his revenge in an ice cream race with another, and his opponent was distanced, and retired badly broken up at the end of a saucer and a half.

Messrs. Brady, Watters, and Livingston came out in citizen's clothes, and barely escaped mobbing for not having their wheels. They retired in good order, singing "We are Dudes."

New, Pierson, who was expected to enter against Warner Galway, didn't materialize; probably he feared a damage suit by the turnpike company, as when he rode last year the road suffered terribly by being struck a severe blow with Mr. P.'s upper works.

I was considerably startled the other night on coming up to a party of wheelmen, who were expecting me, by the whole gang vociferously exclaiming: "One! Two! Three! Gr-e-a-t Scott!!" and I was privately informed that that was a species of club yell, taken a la Will Galway, who has a reputation for being a baby-waker on the road, and who has been known to have the inhabitants up in arms, thinking a what-is-it had escaped from a passing menagerie.

The "Kentucky trouble" still agitates the hardy hill riders from Kenton, and unless a reconsideration of the bill is had before Monday, the 12th, they will have to fight for it.

The wheelmen of Mansfield, O., announce a grand race meet the coming summer. This is one of the most active clubs in Ohio, and this event promises well to be a success, judging from that of their Loan Exhibition.

The Hamilton County Agricultural Association announce a series of races, with a good list of prizes, at their race track at Carthage, O., in August.

Racing men are extremely scarce, and the supply is not equal to the demand—witness the race meetings held so far this season. The lack of entries is difficult to explain. Brace up, racers, don't let Cincinnati fall behind in the way of fast men.

J. G. Kitchell, a charter member of the Cin. Club, and an energetic wheelman, has taken up his residence in New York.

Query propounded to the writer many times: Who was "Eli?" and did he get there? I have been mistaken for this "Eli" so much, by many small boys, and have received so much advice gratis in reference to getting "there," that I feel an interest in the matter.

The rain on Easter Sunday has caused the seven following Sabbaths to be rainy, according to the adage, at least so far, and wheelmen are cautioned against starting out Saturday night, no matter how fair, until this period is past.

A club with a limited gentlemen membership, is what the Cincinnati boys yearn for.

The present trouble is ascribed to the fact that there is no limit to the number of members, and any one almost can gain admission to the club by applying therefor.

This should be remedied, and only gentlemen of the best known character admitted.

E. F. Landy, of local racing fame, races no more, his physicians advising it, and the track loses a strong and speedy rider, who promised great things. He may return after a season's rest, and we hope he will.

NORB.

CINCINNATI, O., May 9th, 1884.

CORSON'S GUESSING PRIZE

Editor of The Wheel: Agreeable to promise, I will now give the result of my "Guess Project."

Whole No. of guesses received, 82; No. of States from which guesses were received, 16; as follows: N. H., 3; Vt., 5; Mass., 5; Conn., 5; N. Y., 12; N. J., 4; Penn., 3; D. C., 1; Tenn., 2; Ohio, 18; Ind., 2; Mich., 10; Wis., 1; Ill., 2; Mo., 1; Col., 2, and Canada 6. The first guess was received from N. H., and the last from Vt.

Total number of miles guessed, 52,207 06-100. Average number of miles, about 644 1/2. Largest guess, 4,000 miles; smallest, 00-00.

The distance which cyclistometer registered when offer was made was 834 47-100. The nearest guess was 853 77-100, and within 19 30-100 miles of the true number. It was made by Chas. W. Odell, of Cazenovia, New York.

Although there was not a very large number of guesses sent in, it has proven a very pleasant affair, and I have mailed a special offer to each participant, and hope the same will be acceptable.

Hoping to have the pleasure of meeting all who have so kindly invited me to visit them when in their section, I return the compliment, and remain as ever,

Yours fraternally,

E. H. CORSON.

EAST ROCHESTER, N. H.

THE CALVES.

Many cyclers dread to don knee breeches because of the slimmness of their calves. To these and to cyclers in general, I will say that a few minutes devoted every day to the following exercises will bring any one beautiful, shapely calves within a year. The muscles of the calf are nearly all employed in lifting the heel. To exercise them, stand erect, knees well back, feet about three inches apart, with toes turned slightly outward. Now raise the heel till the weight rests fully on the toes and ball of foot. Then lower. Repeat about once per second. To develop the muscles in front of calf, stand as before. Bend the knees as far as possible, not allowing the heel to raise at all. Then straighten. Repeat ditto. Five to fifteen minutes once, or better twice, per day, will bring surprising results. Be a little careful for the first few times lest the exercise make the muscles sore.

C. E. DURYEA.

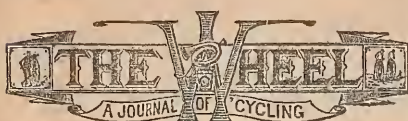
KINGS COUNTY WHEELMEN.

Editor of The Wheel: Active preparations bespeak the assured success of the Kings County Wheelmen's race meeting for June 21st. The Brooklyn Bicycle Club and Heights Wheelmen of Brooklyn, will each run their club championship race, distance one mile, at this meeting, and they will undoubtedly be interesting events.

The races will be run on a track second to none in the State, the new one, five-lap cinder, of the Williamsburg Athletic Club. There are two grand stands on the grounds, each seating (1,000) one thousand people, one of them covered; these with other accommodations are splendid and complete. The track will be in the best possible condition; the turns are gradual and slope up to the outer edge, and fast time will undoubtedly be made. We should like to see some of our New York fliers in these races as the medals are handsome and models of neatness.

The 25-mile race will probably be the event of the day, and it is believed the record will be broken as Pettus is gradually getting in condition and Frazier has signified his intention of taking the first medal of this race, and Hall not to be outdone, promises to hold his 24-mile record he made at Springfield. It is said that Pettus never has had the chance to do what he can, and that he is determined to take this medal and hold the record at 25 miles; so a grand race and one of a life time will probably be run. Great local interest is centred in this race meeting. Bicycling in Brooklyn having a great boom a large crowd of spectators is anticipated. Everything will be done for the convenience and comfort of racing men and others, and this will undoubtedly be a meeting that should not be missed; the races will commence promptly at 3:45 P. M. For particulars see advertisement

K. C. W.



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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 Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY.

PUBLISHER'S NOTICE.

In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive. Those who have returned the printed subscription blank will please remit upon receipt of this issue of THE WHEEL.

AMATEUR AND PROFESSIONAL.

As long as there is a wheel left to revolve on this globe of ours, we presume the discussion as to what constitutes a professional, and where the line is to be drawn, will fill many a column of reading matter. It is easy to determine the status of the amateur who only appears at odd intervals on the track and in purely local games, and who is not a constant attendant at the various race meetings held at portions of the country so far remote as to make it a question of considerable expense and loss of time to attend. But when we find a man, whose appearance does not betoken superfluous wealth, competing almost every other day, first in the South, then in the East, popping up everywhere there is a race meeting, we do not wonder that there should be some mutterings of discontent, and the cry of "professional," or, worse yet, "paid amateur," should be heard.

It is not our purpose to enter into personalities. We merely speak in general. One of our correspondents has already used a name which is widely known. It is said that the makers of the Star pay Frazier's expenses and his salary as a mechanic in their factory while he is away attending races. There is nothing so startling in that. Frazier is a good card for any race meeting. His name draws well, and there is hardly a club in the country who would not willingly pay his expenses for the sake of having him down as a starter. If Frazier is not independently wealthy it is nothing against his amateur standing, and we doubt whether he makes a dollar above his salary which he earns while he is at home. If one manufacturer thinks his machine faster than another, he is at liberty to look over his employes, and if he finds a fast rider, is justified in allowing him an occasional holiday to race. This country is so large and the amount of time consumed in traveling so great, that unless some such arrangement is made, com-

petitions are narrowed down to local men and are consequently uninteresting. In England the practice is becoming so general that the Cyclist Union propose to put a stop to it, and they are to be applauded for their efforts.

We do not encourage the practice here, and regret that it has become so prominent as to create public comment at the beginning of the racing season. We decidedly object to see one man singled out above the others. Why stop at Frazier? Take our own champion, Hendee. Mr. Ducker says that he owns his machines and pays his traveling and training expenses. It might be argued that Mr. Ducker has no particular style of machine to push, but Mr. Ducker has a big axe to grind in the shape of his tournament. He tried to grind it on the League grindstone, but it would not work. It was a bigger undertaking than he could handle. He has, however, a trump card in Hendee, and plays it for all it is worth. Mr. Ducker is fully aware that by a judicious exhibition of Hendee, followed by liberal newspaper notices, it serves as a card in drawing the public to their fall tournament.

Now the question arises, is Mr. Hendee more of an amateur than Frazier, or does the difference in the style of machine widen the gap? We want it distinctly understood that we are not championing either interests. We think it an unequal match to pit Frazier against a hard working business man like Gideon, whose training is done after a tedious day's work; and we would apply the same objections to Hendee on the same grounds. The point we wish to make is that one man should not be selected and made an example of, but that a definite rule should be incorporated under which such cases, where there is the slightest suspicion of professionalism exists, should come.

We believe in fair play. We dislike to see an objection raised against any one class of machine. If the Star is so constructed that it is an apparent advantage, if it is geared up and not on equal terms with the crank machines, why, bar it out? We are sure the Smith Machine Co. would be the last to complain. It would be the greatest advertisement for them that could be given, as intelligent wheelmen would prefer to ride the fastest machine, no matter in what form it exists.

It is not our purpose to argue the relative speed of machines. We are merely aiming at the principle of a good general amateur standing for our wheelmen, regardless of their favorite mounts. The question is one of interest and one that should be well debated before reaching a definite decision. Let us see what this season's racing develops.

PHILADELPHIA'S GREAT TOURNAMENT.

Editor of The Wheel: Seeing very little news published in your paper regarding the doings of Philadelphia wheelmen generally, and considering the position our city holds in the rank of bicycling cities, perhaps a little dash of Quaker City would improve the weekly beverage of cycle news.

Philadelphia has many prominent bicyclists and many more are constantly cropping up. We have representative men, both on the debating floor, on the road, and path. Eugene M. Aaron promises to become a leading light in League debates. And let me whisper it gently, I hear the old boss, G. D. G., is seen daily flying around the cinder path at the Young America's cricket ground.

My old friend, H. B. Hart, is doing a fine business at 811 Arch street. Besides his large and commodious store, he runs the large bicycle school at the entrance of Fairmount Park, and also keeps the city school going. Mr. Hart is the pioneer bicyclist and dealer in Philadelphia, and does a great

business. On asking Mr. Hart the secret of his great success, he replied by asking the following query: "Did you ever find me idle?" Quite correct; I never found you idle, Mr. Hart.

The city fences are assuming quite a gay appearance. The Quaker City Bicycle Club have already posted up about six thousand posters of different sizes, and they promise to out do Barnum in advertising their coming three days' race meeting and exposition on June 17, 18, 19. One of the large cuts used in advertising this meet is probably the finest ever seen in America. It was made expressly for the Quaker City Bicycle Club, and represents five riders, life size, tearing along at a 2.50 gait, with a horseman behind vainly endeavoring to keep pace with the flying wheels. The cut is a fifteen sheet one, and makes a very fine appearance indeed.

The grand stand, 300 feet long, capable of seating 7,000 people is already completed, while the building for exhibits, 300 feet in length, will be ready in about ten days; the track, which has been laid out and surveyed by Messrs. Fowler & Lummis the well known Philadelphia civil engineers, is a quarter mile, with corners raised nearly two feet, and in their report they state it measures four laps to the mile, eighteen inches from the pole; it is nearly ready for practice and will be in first class condition for the races it will be constructed with light clay and probably a fine coating of cinders will be the finishing touches; a large force of men are working on the track which will no doubt be conducive to very fast time. Messrs. John S. Prince, W. M. Woodside and W. J. Morgan, Mr. Geo. E. Gideon, and others have examined the track, and are well pleased with it. The prizes, which are the most expensive and handsome ones ever given for an amateur race meeting, consisting of bicycles, tricycles, gold watches, solid silver ware, etc., will be on exhibition opposite the Post Office next week. Among the entries for the professional races are Prince, the champion, Woodside, Higham, Morgan, Young, Eck, and several new men, among whom are two professional "Star" riders. The array of amateurs will bring out Frazier, Brooks of Elmira, Burnham, Pitman, Hall, and many other noted amateur racing men. The officers for the meeting have been chosen with great care, and will consist of Dr. Beckwith, New York, Eugene M. Aaron, Philadelphia, Col. George Sanderson, Scranton, Pa. Dr. Coleman, Canandaigua, N. Y., Geo. D. Gideon, A. G. Powell, and many other well known wheelmen.

The State Division meets here on the 16th, and it is expected that over five hundred men will be in line; many will stay over to see the championship races. Jumbo Park, corner of Broad and Dickenson streets, will be the scene of much interest on June 17, 18, and 19; we hope to see you all here.

THE QUAKER.

A WISE CRANE.

The crane is a wise bird, and no mistake. Standing on one foot, he is often to be seen, taking a sort of "what I don't know isn't worth knowing" view of surrounding nature, and one can hardly think but that he is a little smarter than others of his kin. Perhaps the reason the Fidelity & Casualty Co. are writing so many accident policies can be found in the fact that their Secretary, Mr. Crane, was not long in concluding that cycling was as good as any other risk, and while the other companies are, or pretend to be, somewhat chary about taking cycling policies, this company is making a strong effort to get the business. Several cases have come to our notice where the \$25 per week indemnity came in very apropos, to say the least. Two hundred and seventy-five dollars were the figures representing the cash the company paid a local wheelman a short time after he took out his policy. Accident insurance is an excellent thing for any one riding a bicycle, and the Fidelity Co. with its strong financial backing is the company to deal with.

THE PROFESSIONAL AGAIN.

Editor of The Wheel: With great pleasure and interest I read "Racer's" communication in your recent issue concerning the alleged crooked methods resorted to by professionals in racing. The professional is by nature the outgrowth of every kind of occupation and amusement; the professional is an indispensable being to all athletic sports. There

must be a "Hanlan" in the shell, a "Hutchings" on the running path, a "Raby" on the square heel and toe, a "Wood" on the bicycle, and lastly, a "Sullivan" with the gloves. Professionalism tends to encourage amateurism; the amateur strives to excel the doings and powers of the hardy professional; but very seldom you find the latter attempting to outdo the former's power just for the glory to be obtained for so doing. The day of prejudice and opposition, blindly, if I may say it, is happily becoming a thing of the past; the cry raised against the supporter and encourager of athletics a short time ago, by a few fanatics, was met by a stern and emphatic rebuke by the sporting press, in all parts of the country. The *Turf, Field and Farm*, editorially, gave forth their views in a clear and decisive manner, pointing out the benefits derived by amateurs and all patrons of sport by the active part the professionals took in promulgating the same.

The lot of the professional bicyclist in this country has not been one calculated to make a fortune or even a decent living. In England the leading professionals are paid in most cases a yearly salary to ride a certain machine; that, together with the short distances to travel, cash prizes, and many races, enables the English professional to put away the penny for a rainy day. On the contrary, the American professional has to purchase his wheel, pay for repairs, travel long distances, races few and far between, and in some cases the prizes offered are barely sufficient to pay railroad fare. One instance coming under my notice the past week, the first prize offered would only suffice to pay for my railroad fare, and that only if I was fortunate to capture the first, which was less than thirty dollars. The Springfield, Mass., Bicycle Club showed a commendable spirit in the generous prizes given at their race meeting last year, and I verily believe if the above club required the assistance of the professionals free of charge, they (the latter) would willingly respond. It is a mistake to suppose that the latter class as a rule are ungrateful; no, they appreciate kindness, fairness and respect, and endeavor to merit it.

I would, in future professional races recommend the class system or handicaps where the speed of the men is known. I think the handicap and class system must sooner or later come into general use; then we shall have better and more exciting contests. It is plainly seen by all readers of the bicycle and sporting press that the professional race meetings in England always serve to attract a larger crowd than any amateur meeting—ten thousand people have been a common occurrence at Leicester, Wolverhampton, and other places—let the amateur kickers get up purses, and clubs give cash prizes for professionals—you cannot cure an inebriate by pouring whiskey down his throat—if you wish to improve and reform the professionals, you must throw out the life line before they are lost; succor is needed, no doubt, to enable them to ride safely through this country of "corners" and "monopolies." Any one who should have a suspicion that I have put the facts too clear for their optics, should remember that no fisherman has ever been detected crying "stale fish."

PROFESSIONAL BICYCLER.

CONCERNING DANVILLE.

Editor of The Wheel: We in this place read each week, with a great amount of pleasure and profit, your paper, (we, means two); you have given us our opportunity, for one dollar we can get a puff; we'll pay it, for we are one of the deadead clubs in America, and if your puff don't blow us away, we will be thankful; there are eight or nine wheels in this place, all of them "Columbias," and some pretty good riders; we have not been able to make any organization as yet; two of us be long to the League, and one applicant this week; we have very poor roads in the country, but manage to ride some. Our uniforms are all of a different style; we call it "Continental," as the army after which we name them had a variety of uniforms. Long distances have been made, one of our riders having made three squares on the sidewalk without a dismount. Our trick riders are few; we have one however, who can run at a speed of one mile an hour, and transfer himself from the saddle to the top of a fence or pump without injury to himself, the pump, or bicycle. You had a guessing match some time since for a cyclometer. I can offer another; my cyclometer has been on and off the wheel for two years, and to show its accuracy, I have ridden over a known two miles; going, it would register



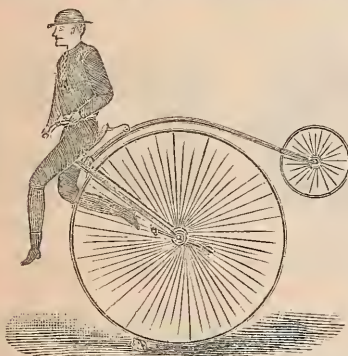
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FROM AN INSTANTANEOUS PHOTOGRAPH.

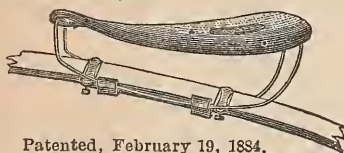
Can be attached by the rider in a moment. No shackles nor rivets, nor joints, nor levers, nor mechanical fits, that will wear loose, but a positively frictionless lock. "A word to the wise is sufficient" to induce them to investigate. We fully guarantee it both as to workmanship and efficacy, and will send O. O. D. on three days, trial. Send for circulars.

LILLIBRIDGE BROS., ROCKFORD, ILL.

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Duryea's Combined Saddle & Spring
FOR BICYCLES.

Read and be Convinced! Buy and be Happy!



Patented, February 19, 1884.

Fits any Machine. In short, it is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once and You will "Use no other," for it Makes Road Riding a Luxury. Order Early as Possible. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

CHICAGO, March 18, 1884.
MISSOURI WHEEL COMPANY. *Gents:* We have both rode the Duryea Saddles bought of you last summer in all our rides and races since, and think so well of them that we shall ride no others in future. Please send us two new ones for our ride from New York to San Francisco. Yours truly,
W. M. WOODSIDE,
WM. J. MORGAN.

CHICAGO, October 31, 1883.
I have just won the six days' bicycle race in this city, covering 880 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company, of St. Louis, which saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other saddle in the future. Morgan, who came in second in above contest (884 miles), also used a Duryea Saddle.
JOHN S. PRINCE.

THE DURYEA SADDLE.

We rode the Duryea Saddle in the 104 1/2-mile road ride of the Missouri Bicycle Club, November 18th, and completed the distance comfortably, and without chafing, on time.

RICHARD GARVEY,
LINDELL GORDON,
THOMAS J. REYNOLDS.

MISSOURI WHEEL CO.,

210 & 212 N. 12th St., St. Louis, Mo.

Send postal for list of new and second hand Machines.

THE DURYEA SADDLE

CAN BE SEEN AT

G. R. BIDWELL'S,

4 East Sixtieth St., New York,

SOLE N. Y. AGENT.

All long distant riders making extended tours this summer will use this Saddle.



A. G. Powell & Co.

1723 Chestnut St.,

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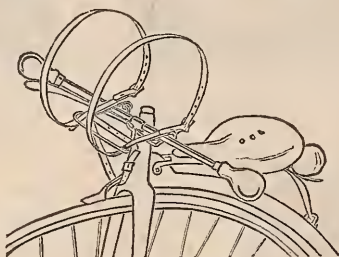
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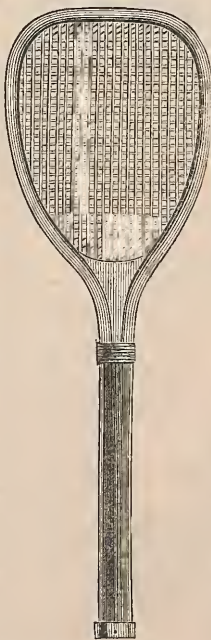
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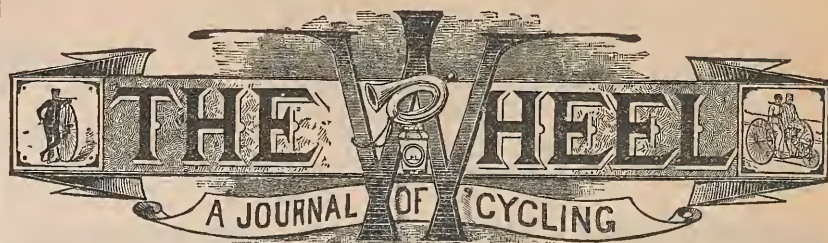
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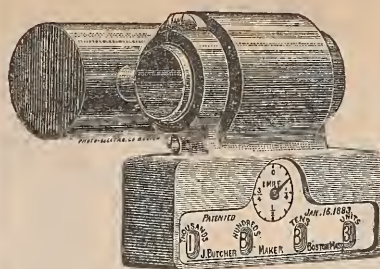
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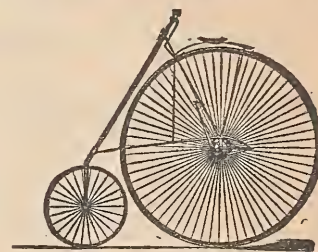
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TO THE MEMBERS OF THE L. A. W.
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New York, Jan. 7, '84.

I was persuaded to take out an Accident Policy last August. in the Fidelity and Casualty Company, of New York, for \$5,000 in case of death, and \$25.00 per week if injured. About the middle of October, you will recollect, I was thrown from my bicycle, and sustained an injury. I have just recovered from this, and last Friday filed a claim for eleven weeks' indemnity. The company promptly paid the amount (\$275.00), and I cannot but publicly praise their business methods. To the many wheelmen who are dependent upon their salaries for support, I unhesitatingly say: Insure in the Fidelity and Casualty Company. The cost is very little, and, in event of injury, you will find the indemnity very handy to have.

FRED JENKINS, Editor of The Wheel.

New York, Nov. 17, '83.

This company issues accidental policies of insurance against any bodily injury and loss of life induced by accidental means, whether it happen while traveling on your bicycle, or in any of the lawful and usual avocations of life.

I am carrying a policy of insurance in this company, and I highly recommend it to your consideration.

You are journeying more or less over the country on your bicycle, and if unfortunately you "make a header, and down you go," and are disabled to the extent of SIX MONTHS, you can depend upon receiving your full indemnity for that length of time.

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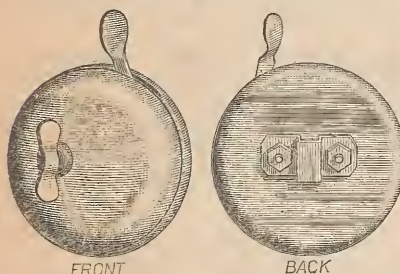
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CITY.

NEW YORK, February 24, 1884.

THE POPE MFG CO.

Gentlemen: The undersigned take pleasure in certifying that, in their opinion, the "Expert Columbia Bicycle" is the best wheel in the market. Its general finish, style, and workmanship are unexcelled, and on account of its great strength and rigidity, we find it particularly well adapted to road riding. The past winter has shown how desirable a machine it is for use on rough roads, over frozen ruts, etc., making it an easy matter to ride in safety where a less rigid or stiff machine would be well-nigh impracticable, if not useless.

We are glad to add this testimonial to the many others in favor of the "Expert," and predict for it a prosperous future, for it certainly answers all that can be required of it.

Yours very truly,

THOS. C. SMITH,
W. A. BRYANT,
GEO. A. WELLS,
PHILIP FONTAINE,
GEO. E. DUNLAP,
JOHN C. GULICK,
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* President Citizens Bicycle Club.

† Captain Citizens Bicycle Club, and President League of American Wheelmen.

‡ Ex-Commodore N. Y. Yacht Club.

I am glad now to know that you have surpassed the "over sea" neighbors in the excellency of your bicycles.

I have used one of your "Columbias" the past season, subjecting it to the hardest usage, and finding it still in the best condition.

ALLISON O. DOWNS,

Paster Congregational Church.

NORTHVILLE, L. I.

I do not hesitate to say that, in my opinion, the "Expert Columbia" is the best finished, and, taking everything into consideration the most perfect bicycle I have ever seen. I have owned three different makes of English machines, and have not been entirely suited until I received my 56-inch "Expert."

W. P. ANTHONY,

Sec. and Treas. Prov. B. C., and Supt. Elm street Machine Shop.

PROVIDENCE, R. I., May 29, 1882.

CHICAGO, Jan. 11, 1883.

Considering the fact that I have won all my races, and taken my prizes for fancy and slow riding, on a 60-inch "Expert" bicycle, I cannot do otherwise than speak in its praise; but, in addition to this, I have subjected it to the most severe tests, such as riding over curbstones and across gutters—and without fears of a header—and all of this without straining it in the least, so far as I can observe.

I do not hesitate to pronounce it the best and most satisfactory bicycle I have ever owned.

ED. F. BROWN,

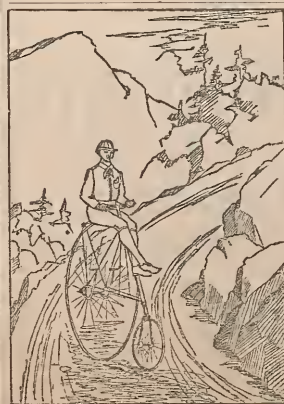
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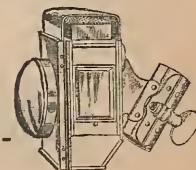
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