

# THE WHEEL.

*A Journal of 'Cycling.*

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

Vol. II. No. 25.]

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[Whole No. 51.

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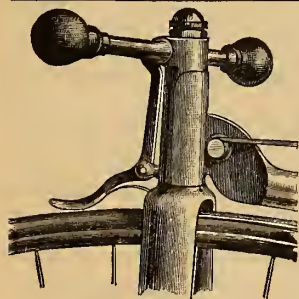
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## PICKINGS AND STEALINGS.

The *World* says there is a boom in this city. We are looking out for it.

Perhaps it refers to the continual blasting next door to 791, where three steam drills and a sprinkling of dynamite make the atmosphere lively.

Sept. 2nd is the date fixed for the professional race at the Polo Grounds. The track we understand will be put in perfect order and fast time is expected.

Wheelmen should encourage races by their presence, and a large number ought to attend the fifty-mile race at the Manhattan Grounds Sept. 9th, which, by the way, commences at 3 P. M., instead of half an hour later as advertised. The officials are W. B. Curtiss, Referee; Judges, Fred. Jenkins, W. McEwen, Elliott Mason and Geo. Thomas; the time keepers are G. Avery, J. Watson, H. Pike and C. J. Connell; the scoring will be done by members of the Manhattan Athletic Club.

The date of the Waverly tournament has not yet been fixed, but it will probably be on Friday the 22nd of September. The successful meeting of last year has prompted the managers to greater efforts this season, and the chances are that good prizes and good track will cause active competition among our riders.

Our second year of existence is rapidly drawing to a close, and with it the publishers contemplate a change which we will announce more fully in our next number. We hope our offer in another column for a design for a new heading will meet with favor, and be productive of some good work. There are many wheelmen, no doubt, who would be glad to have the credit alone of giving us a suitable heading, apart from the little inducement we offer.

The Springfield Club are making noble efforts for their tournament on Sept. 20th, and have not only sent invitations to all clubs and L. A. W. members, but have issued a neat map of the city, together with a budget of information in regard to railroads, hotels, etc. We hope their efforts will meet with the success they deserve.

We have not heard much of the League lately. Has it become paralyzed over the success (?) of the recent elections, or is it going to give us the sensation of a race meeting or a new directory of members called a Hand-Book? What is the plan of action for State consuls and representatives, are they to form rules of their own in accordance with the new Constitution, or do they intend to wait until the next annual gathering before they act? Wont some one enlighten us, please?

A Buffalo man has invented a steam tricycle to be fired with gasoline, two gallons of which will run the machine 20 miles an hour for 18 hours. The machine will cost \$150. Cost of repairs to rider, if enough of him can be found to stick together, not stated. It is believed to be a dark and devilish scheme to "bust" the accident insurance companies.—*Louisville Argus*.

Our old friend the *Sunday Courier* comes to hand in its new dress and enlarged form. Its bicycling department has made way for a general athletic department under the direction of Wm. McEwen, the official handicapper of N. A. A. A. Our esteemed contemporary has enjoyed life for a number of years, and seems in a fair way to exist successfully for years to come.

## FROM THE CLUBS.

MIDDLETOWN.—The Middletown Bicycle Club was organized last evening with Russell T. Low, President and Captain, and W. Nelson Knapp, Secretary and Treasurer. The charter members are R. T. Low, W. N. Knapp, Theo. Reeves, Moses Vail, Harry C. Ogden, Walter Smith, of Monticello, is an honorary member. The club colors are orange and blue, and their uniform a "cadet blue" coat, knee pants and hat and red stockings. Their badge is the monogram M. B. C. and bicycle wheel on pale-blue satin ribbon.

The club took refreshments at Purdy's restaurant after the meeting, at the expense of the officers.

KENTUCKY.—At a meeting of the Kentucky Bi. Club, Aug. 9th, the officers for the ensuing year were elected as follows: President, A. Cornwall; Secretary and Treasurer, A. L. Pope; Captain, Chas. H. Jenkins; 1st Lieutenant, W. B. Sale; 2nd Lieutenant, N. G. Crawford; 1st Guide, John Adams; 2nd Guide, Ben. Caye; Bugler, Clarence H. Jenkins.—*L'ALLEGRO*.

## A QUIET TRIP ON LONG ISLAND.

Hearing that the side paths on the south shore of Long Island afforded excellent wheeling, I determined to ride to Bay Shore, a distance of about forty miles, where I had friends. My first effort was to exercise the great and glorious privilege of a League member to secure information in regard to the best route, and accordingly I addressed the League Consul of Brooklyn in the fond expectations of receiving a map of the road, a personal introduction to all the hotel keepers along the route, and all the benefits the League promises but never gives. To this day I have heard not a line from my consul. Perhaps however, he was away on his vacation, or did not get my letter, or the postage stamp enclosed—but peace be to his ashes. I arrived at Bay Shore safely, and propose to tell my brother wheelmen the way I got there, if they wish to benefit by my experience.

Profiting by a former experience of the roads through Hunter's Point, I determined to take the cars to Jamaica, where I understood the good roads commenced, and here let me advise all wheelmen who travel over the long Island Road that they will only lose time and a train perhaps, if they attempt to pass in through the passenger gate with their wheel. Get your ticket, and take your bike to the express office opposite the depot, who will receive and tag it. This is the only way the L.I.R.R. receive wheels for transportation in spite of the published fact that they will take them free. The tariff to Jamaica (14m.) is 35 cents, "ought to be 50 cents" the baggage smasher said, but I succeeded in convincing him that I would have no margin for—well call it milk and soda, and he passed it. Coming back I paid 75 cents from Bay Shore, while a Flying Dutchman Trike belonging to a friend of mine was \$1.50. These prices are of course outrageous, as the distance is nothing. Work for the League in that direction.

Arriving at Jamaica, I was soon on the main road bound east and was glad enough when I struck the hard side paths with which Long Island abounds. One objection to these paths are the branches of trees which were so low in one case as to sweep me from my saddle at one point, much to my surprise and the apparent delight of the small boy. The wheeling was good and I bowled along, thanking the Germantown Club mentally for their dome straw hat which stayed on in spite of the trees, where a cloth cap would have been swept away. Stopping at East Jamaica for some ginger ale and also to do my coat up, as the sun was on the rise, I inwardly blessed brother Lamsom for his inventive genius, in producing his coat carrier, a source of comfort and a protection to the machine in case of a header.



At this point I was told that by going through Garden City and Hempstead I would find better roads. Acting on this information, I turned off from the turnpike and made for the fair city and reached the same about 12 o'clock, passing St. Paul's College, erected in memoriam of Alex. T. Stewart, which by the way is not yet completed, and also saw the Cathedral, supposed by many to contain the remains of the much abused A. T. S. Garden City is a beautiful place, with fine level roads and paths, and I do not wonder at the number of bicyclers there. I was informed by a very polite officer that wheelmen were allowed the use of the paths and roads indiscriminately, and that many were to be seen at night. The almost total absence of fences, struck me most favorably. Being told that Hempstead was only a twenty minute walk further on, and that I could get a good dinner there, I rode ahead and soon found everything but the good dinner, and I would advise tourists to stop at Garden City. From Hempstead there is a fairly good path, broken in spots by a sandy strip of road which had better be walked than ridden. A few miles further on, I discovered wheel tracks which I followed carefully. The main road is easily traced, and although intersected at many points one can always find some one to direct you. About nine miles from Babylon, I ran across an American Club bike leaning against a tree, and soon found its owner, a Mr. Allen of Garden City, who was on his way home, having ridden to Babylon with Mr. Paul Bunker of the Mercury Club that morning. I was informed that I had come the hardest road, but which had been used by the Garden City wheelmen for two years, until they found a more direct side path which I had missed. After a half hour's wheel talk we parted, regretting that our courses were opposite. As I was bowling along I came across two old patriarchs discussing the crops over a picket fence, while a good looking daughter was eating peaches. I had hardly passed before the old chap invited me down, stating he wanted to ask me a few questions. I jumped off, and without giving him time to speak said: yes, its rubler, weighs forty-five pounds, this is the brake, cost one hundred and fifty dollars, travels from one to twenty miles an hour, backbone is hollow—no, that is not my lunch box, but a king of the road lamp, good afternoon; and I ride off, leaving an astonished native and hear the remark—Wael, I want to know how he knew I wanted to ask him them same questions. But Babylon is close at hand and my journey draws near its end; the road winds past many beautiful summer residences of wealthy New York and Brooklyn people. Five miles beyond is Bay Shore, my destination, which I reach about half past five. At Bay Shore wheelmen will always be welcome and entertained at the house of Mrs. A. Burr, whose residence is easily reached by turning to the left hand road after passing the post office. The side paths in the vicinity are excellent, and when one tires of the wheel, the Great South Bay affords excellent bathing and sailing.

F. J.

## ADVERSARIA.

With all due respect to our Cincinnati brothers, I can scarcely call their letter to the committee a "sensible reply." It seems to me that the reply was anything but sensible, in view of the facts—1st, that it was uncalled for, and 2d, that such a "sensible" reply is not apt to endear the name of bicycles or bicyclers to the hearts of the business men who courteously extended the invitation. A civil invitation certainly merits a like reply, and if the streets of Cincinnati are in such a condition as to preclude the possibility of a wheelmen's parade, then such a fact calls for only the simple statement. The Cincinnati have not gained much credit for the bicycle by the "sensible" reply of Secretary Livingston.

When this appears in print the result of the election for chief consuls and representatives will be known to most of our readers. I do hope the wisdom of such choice as has been made will be evident in the impetus given to the League interest in this State, so that New York next year will be entitled to as many representatives as Massachusetts.

The coming year will make or break the L. A. W., and the credit or the blame can be laid at no other doors than those of

the chief consul and representatives. Let the elected look to it that blame and failure be not the result of a years' *inaction* in office.

To New England especially (after our own State) will we of New York look to for favorable resultance, for if that territory, with its large representation, does not pan out, what can we expect from the other parts?

From the limited information at hand I am afraid that the apparent apathy lately shown by the voting members, bodes no particular good for the future, and it will need some vigorous handling by our officers for 1882 to galvanize the torpid body into something akin to life and activity.

I notice a growing disposition on the part of riders to favor light machines for roadsters, and an increasing doubt in the minds of advocates of heavy machines, as to whether their theory is a correct one.

I am a convert now, and am willing to acknowledge the error of my ways like a Briton. For three years I had accepted as a very reasonable theory that light built machines would not carry a man smoothly satisfactorily over rough or sandy roads.

Three years theory has received a very serious stunner by a three weeks test on a "Yale (*anglice* 'Invincible') light roadsters," and I am satisfied that if any machine can stand the racket of hard riding over all kinds of roads the Yale can do it.

Fairness, however, prompts me to add that I am a light weight myself, and perhaps for a man, say from 140 upwards, a heavier make would be much more serviceable and easier running for ordinary roads.

"The World" recently published a statement of comparative weights of five leading and well-known makes of machines in which a 52-inch expert headed the list at 51 lbs., and a 55-inch Yale light roadster 39 1-2 lbs., a 50-inch Yale light roadster 37 1-2. The other machines were Harvards, British Challenges and a Matchless.

It will be interesting to notice hereafter how these two machines (the Expert and Yale) will stand the test of ordinary road riding, representing, as they do, the maximum and minimum in weight of machines at present used in this country.

Taking the construction of the Yale; the rim, fork and head are certainly as near perfection as can be made where strength and lightness are aimed at. The point on which criticism may be levelled is the form of backbone, which while giving great strength and rigidity where strain would naturally come, yet may prove weak where unexpected side twist is encountered.

The distrust in light and medium weight machines is fast disappearing in England, owing probably to the vast improvement in construction which has taken place of late years, and which has proved that quantity of metal is by no means synonymous with strength.

We in this country are being gradually educated up to the standard of medium weight roadsters, say about 40 lbs. for a 50-inch bicycle, and I believe that all the imported makes so deservedly popular, will show a decided tendency hereafter toward lightening their newer patterns, instead of making them heavier.

The American Sanspariel is the latest candidate for favor from those who go in for light roadsters; though not so light as the Yale, nor yet so well known; from what I have seen of the machine, I judge it will receive and merit a just proportion of American patronage.

CHIANG.



# THE WHEEL.

*A Journal of 'Cycling.*

The Official Organ of the Bicycle Touring Club in America.

EDITED AND PUBLISHED  
BY THE  
WHEEL PUBLISHING COMPANY,  
38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.  
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

ENTERED AT THE POST OFFICE AS SECOND CLASS RATES.

NEW YORK, August 30, 1882

## COMPETITIVE DESIGN.

We will give as a prize a pair of nickel plated ball pedals for the best design of an ornamental heading for this paper. The size to be  $2\frac{1}{4}$  in. by  $6\frac{1}{2}$  in., and the title to be

## THE WHEEL.

*A Journal of 'Cycling.*

Design to be drawn in pen and ink suitable for photo-engraving, and must be sent in before September 15th to the

WHEEL PUBLISHING CO.,  
38 Cortlandt Street.

## THE TARIFF QUESTION.

A while ago when the present Tariff Commission, now on a tour through the United States, were assembled at Long Branch, the president of one of our large manufacturing interests appeared before them and with commendable enterprise succeeded in obtaining a large amount of gratuitous advertising through the medium of the associated press and the influence of our daily journals. Since then the even tenor of several correspondents and the editorial department of a portion of the bicycling press have been disturbed at the report that an effort was being made to increase the duty on imported bicycles.

This we understand is not the case, and certainly would be exceedingly poor policy on the part of a corporation, which is to a certain extent a consumer of imported parts. The reduction asked for was on steel, as affecting the manufacturing interests, and we have not seen the fact authentically reported, that an increase in the duty on foreign bicycles was desirable. The efforts on the part of the *Bicycling World* to reduce the tariff would be exceedingly commendable were we to forget the recent trouble the publishers have had with the Pope Manufacturing Co., but following so closely upon the late unpleasantness and withdrawal of advertising patronage by the manufacturer, is apt to cast some suspicion as to the genuineness of the movement as aiding bicyclers at large, and not to gratify a particular feeling of spite caused by the pecuniary loss.

The superiority of English Bicycles is often asserted and usually conceded, as it is hardly reasonable to expect a young

industry to successfully compete against the years of active competition, which combine to raise the standard of the imported bicycle. But even this is more a matter of private opinion than established fact, and as an American journal published in the interest of bicycling, we like to see American ideas and American manufacture encouraged in all things. The writer rides an English machine and prefers the same perhaps, but is not so bigoted as to see no good in anything relating to American bicycling enterprise, as our contemporary would have us believe. The price of machines is necessarily high, but if the profits are so enormous, is it not possible that the payment of a ten dollar royalty would be a sufficient drawback in preventing other large manufactories being established; and the competition that would necessarily follow would gradually reduce the market price of the bicycle. If our contemporary would devote its energies to inducing men to engage in the manufacture of the machine, it would aid the cause equally as well as uselessly attacking patent rights that have been sustained in every court the question has come before for a judicial decision.

## THE 1882 INDISPENSABLE.

The fifth annual Indispensable Bicyclists' Handbook by Henry Sturmey is even more valuable than its excellent predecessors. The season of 1881-82 has developed many improvements and novelties which are described in its pages together with numerous illustrations. From the fact that over 400 different makes of bicycles are mentioned at length, gives one an idea of the enormity of the business, the amount of capital and business energy involved, to say nothing of the increased demand that continually brings to light new manufacturers. To one who wishes to make a practical study of the bicycle the book is indispensable. Mr. Sturmey is well known on this side of the water to the intelligent reading wheelman, and as an authority on the subject is second to none. The book is well printed by Iliffe & Son, the publishers of the *'Cyclist'*, Coventry, England, to whom the necessary shillings should be sent.

## CAMPING OUT AT HARROGATE.

When we arrived at the Camp on Sunday morning, we found the leading lights of the cycling world already in full force on the field. Here were "the two Jarges," G. L. Hillier and G. Gatehouse—who had "scorched" up on a double "Premier," doing 110 miles on the first day. Thorpe, of the L. T. C., was another representative of the tricycling world. The "Perennial P." was, of course, all there, and so was John Hay and "Long Bryson," but "Hieland Charlie" was an absentee, for reasons no one could explain. Locket and Shipton, the B. T. C.-ites were there, and the first, as well as Stanley Heard and Evans, of the Welsh C. C. shared a canvas house with ourselves. The Durants of Bradford, and others of the same town were in full force, and a Scotch camp was replete with kindred spirits. A noticeable feature of the camp this year was the number of flags and devices which ornamented the tents, the titles of some being peculiar; such, for instance, as "The Lake District Chateau," "Emborcum," "Sweet P. Villa," "Mugsville," and "Newgate."

At dinner, we spotted Frank Weston from Boston, Varley, of York, and others we did not see on our first arrival. At three o'clock, service was held in the mess tent, some 150—including many townspeople—being present, when a very good and sensible sermon was preached by the Rev. Mr. Brownrigg. Tea at 6 was the next event of importance, after which the men visited the town for the most part. Owing to the absence of the Captain of the Meet, the evening was not quite so quiet as the Sunday evening in camp last year, but eventually silence reigned



supreme, and those who could not sleep "anxiously awaited the morning." This came at last, and the slumberers were awakened by a mowing machine which was set to work at an early hour on the race track close by. Ablutions performed, the various occupations of camp life filled up the time from breakfast until 12 o'clock, when the meet was arranged to take place. By this time the Spray was alive with cyclists on machines of all descriptions, as well as crowds of sight-seers both in carriages and on foot.

On passing through the lines, we met many men who were not "in camp," or who had but just arrived; amongst the late arrivals being T. R. Marriott and the Nottingham B. C. men, and C. B. Wilson, whose advent was hailed with acclamation.

The procession did not make a move until forty minutes beyond the appointed hour, when the Bradford men led off in good order, followed by Frank Weston and a Washington representative from the States. Other Clubs followed in good order, M. D. Rucker, junior, bringing along four of the London, closely followed by the Nottingham B. C. in good order. The pace was extremely even throughout, though perhaps a trifle too slow, and we do not remember a meet at which the line has been kept so evenly, there being absolutely none of that alternate racing and standing still so frequent in processions. A good arrangement was the total separation of bicyclists and tricyclists; the latter, led by Lacy Hillier and George Gatehouse, on their double, filed by 41 in number, of which six were on sociables, these coming first, and three ladies were there on single machines. The clubs present, as shown by the parade states, stand as follows:

Pittsmore (Sheffield).....	5
Doncaster Wanderers .....	3
Stockton.....	5
Bradford Atlanta.....	10
Northamptonshire .....	1
Leeds.....	7
Halifax.....	26
York.....	8
East of Scotland.....	2
Edinboro' Amateur.....	6
Sunderland Amateur.....	15
Jesmond Amateur.....	5
Barrandon.....	1
Huddersfield Clarence.....	12
B. T. C.....	18
Elswick Amateur.....	12
Teesdale Wanderers.....	5
Darlington.....	4
Blaydon-on-Tyne.....	5
Manningham.....	6
Nottingham.....	8
London.....	4
Unattached.....	1
Boston, U.S.A.....	1
Swansea.....	1
Tynemouth.....	2
Midlothian.....	4
Hornsey (London).....	1
Brunswick (Sheffield).....	13
Middlesborough.....	14
Holmfirth.....	1
Huddersfield.....	4
Rochdale Zingari .....	9
Paisley Amateur.....	2
Selby.....	3
Goole.....	3
Harrogate.....	21
Leeds Temple.....	6
Leeds Crescent.....	29
Edinburgh University.....	3
Beverley.....	1
Barrow Amateur.....	2
Heworth.....	29
City of London.....	1
Headingley.....	12
Ashton-under-Lyne.....	1
Batley.....	4
Harehills (Leeds).....	19
Sunderland Ramblers.....	4
Middlesboro' "Tees".....	15

Airedale.....	8
London Scottish.....	3
North Manchester.....	4
Edinboro' Victoria.....	3
Imperial (Leeds).....	6
Kendall Amateur.....	2
Hampstead .....	3
Aurora.....	11
North Glo'ster.....	1
Coventry B. & T.....	1
Stanley.....	1
Chichester.....	1
Unattached.....	1
Wath-on-Deane.....	1
Hull Amateur.....	1
Hull Wilberforce.....	1
Pudsey.....	1
Colne Cycling.....	4
London Tricycle.....	1
Stockton Amateurs.....	7
West Cumberland.....	2
Wharfedale.....	14
Huddersfield Star.....	6
Unattached.....(about)	120

TOTAL..... 577

The procession over, the dinner followed in the mess tent. It was well served and highly satisfactory. C. B. Wilson took the chair, and after the repast proposed "The Queen," after which other toasts succeeded as follows:—"Other Meets," proposed by the Chairman and replied to by R. S. Bryson; "Bicycling," by J. A. Locke, of Leamington, replied to by Frank Weston (the band playing "Yankee Doodle" at the conclusion of his speech, which was to the point); "The B.T.C.," proposed by G. L. Hillier, and replied to by C. B. Wilson; "The North of England Meet," proposed by W. B. Tanner, and replied to by Messrs. Holdsworth and Wallace, of the Bradford. This concluded the toast list, and the racing followed in the cricket field, over a grass course, very uneven in places, and four laps to the mile, the results of which we give in our racing columns. This practically concluded the meet proper, and the proceedings for the day terminated with a social in the mess tent from 10 to 11. The weather throughout was all that could be desired, and the whole affair a grand success in the main.—*The 'Cyclist*.

#### THE SEPTEMBER CENTURY.

The unusual favor with which the midsummer number of *The Century* was received is not likely to be withdrawn from its successor, the current issue, which numbers among its special features a fine portrait of Mark Twain, engraved by Cole, and printed as a frontispiece, to accompany a charming paper (by Mr. W. D. Howells), on the humorist and his American rivals; a vigorously critical review of the war in Egypt, by General George B. McClellan, with a forecast of its probable results; an important paper by Austin Dobson, the poet, on Bewick, the great wood-engraver, with many illustrations, including reprints of the most notable of his birds, quadrupeds, and tail-pieces—which thus receive the benefit of the best wood-cut printing; a biographical sketch of the late Dante Gabriel Rossetti, by his friend Edmund W. Gosse, with a portrait; a humorous short story, "The Col. Bill Williams Mine," by Joaquin Miller; a seasonable sketch of the development of ocean-steamships, illustrated; E. V. Smalley's second paper on "The New North-west," giving account of a recent trip along the proposed line of the Northern Pacific Railroad, across the Montana Rockies, and written in an entertaining way, from the prospector's point of view, and accompanied by a map; a beautiful portrait, engraved by Cole, of the American lady who was the original of Rebecca in *Ivanhoe*, with a sketch of her life, and her relation to the novel; an illustrated travel article on "Ningpo and the Buddhist Temples," by Constance Gordon-Cumming; a sketch of "The Academic Career of ex-President Woolsey," by Geo. P. Fisher, with portraits engraved by Cole and Shussler, of the bust, by St. Gaudens, and the statue by Weir, and a reproduction of the gold medal recently presented to Dr. Woolsey by the professors of Yale; an illustrated paper on a Maine coast town, by Noah Brooks; practical hints on "Going Abroad for an Education"; editorials on "Darwin's Attitude toward Religion"; "The Courtisies of Travel," and "Herbert Spencer in America"; serial novels, poetry, book notices, *vers de société*, dialect humor, new inventions, etc.



## THE WANDERERS AGAIN AT SURBITON.

On Wednesday last, August 2nd, as previously announced in these columns, the Wanderers held their second evening race meeting at Surbiton, when a One Mile Invitation Handicap was run off. The event of the evening, however, was the match of Cortis against Keith-Falconer and Father time. That such an event as this drew a crowd, and one thoroughly appreciative, our readers may be sure, and although no one expected at 6 p. m., with a strong S.W. wind blowing and nasty sharp showers falling, that record would be beaten, that "certainty," like many another, was upset, the finest performance Cortis has yet done being the result. Mr. D. D. Bryson had not much to judge, as in the seventh mile Falconer cried *jam satis*, and it became more a question of correct timing and lap-taking than judging. When we say that the timing was done by Messrs. George Atkinson, (*Sporting Life*) and Pem. Coleman (official time-keeper to the B.U.), and that the laps were carefully taken by three independent officials, it will be seen that accuracy was secured beyond a doubt, and the *Midland Athlete* and *The Field* will, no doubt, feel satisfied over this performance at any rate. The umpires, Messrs. Scrutton, Hillier, and Tanner had an easy time of it.

## THE RECORD BEATEN.

Starting shortly after seven with Bobby Woolnough as pace maker, the first mile was wiped off in exactly three minutes, Cortis leading and Keith-Falconer bringing up the rear. Then W. K. Adam relieved Woolnough, and after a few laps was succeeded by Tacagni, who in place gave turn to Reece. The table which we append will show how the miles flew by, but nothing of special interest occurred until M'Kinlay led the van. Leading Cortis at his special request at a tremendous burst, Mac. and the "long-un" left Falconer some hundred yards behind, and two laps further on the latter retired, Thompson in the meantime coming out and relieving M'Kinlay. Hamilton then took the "demon" along, who, just after he had completed nine miles in 26m. 31 2-5's, told Hamilton he could go a bit faster if he chose. Loud applause greeted the announcement of 29m. 30 2-5's for half distance, defeating record, and still the hero of the hour kept moving, led alternately by Allport, Oliver Thorn, Hunter, and again by Adam, Tacagni, and Hamilton, while Oliver Thorn returned to make the pace in the last mile. Twice in his long but rapid journey Cortis got "stitch," but easing only for a moment he soon recovered himself, and had plenty up his sleeve to do a tremendous burst round in the last lap, in which he mowed Oliver Thorn down in rare style, and ending the twenty miles in the fastest time on record, viz., 59m. 20 1-5's. But that he eased up, he would just have done with in an ace of the 20 1-4 miles in the hour; as it was he got nearly round to the dressing room, quite 325 yards, when the pistol sounded "halt." Thus finished the most wonderful race that has yet been accomplished in the annals of bicycling.

Mile.	m. s.
1.....	3 0
2.....	5 52 1-5
3.....	8 51 1-5
4.....	11 46 1-5
5.....	14 40 2-5
6.....	17 37
*7.....	20 32
*8.....	23 31 1-5
*9.....	26 31 3-5
*10.....	29 30 2-5
*11.....	32 30
*12.....	35 30 4-5
*13.....	38 35 3-5
*14.....	41 36
*15.....	44 37 2-5
*16.....	47 37 1-5
*17.....	50 32 2-5
*18.....	53 27 2-5
*19.....	56 22 3-5
*20.....	59 20 1-5

\*Fastest on Record.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,  
Chief Consul, U. S. A.  
Boston, Mass.

Swain Hill, Dorchester,

## HOLIDAYS ON THE BICYCLE.

He gets most out of his vacation who most thoroughly breaks away from the routine of the year's work, and most completely insulates himself from business. In the doing of this the bicycle has great advantages. It takes a man "far from the madding crowd." Americans go on a vacation as elephants go to water, in herds; a few great centres congest with a fevered mass of pleasure seekers. "The pursuit of happiness" is the "inalienable right" of every American citizen. The way of seeking it is as truly American as the object sought. Mountains swarm, seaside resorts are stuffed, springs are crowded with people in search of rest. The music changes, the dance goes on, the summer waltz is even more tiresome than the winter german. The wheel puts an end to this, throws a man upon himself for company, drops him at a farm-house for the night, commands communion with nature, unfolds the beauties of hill and valley as a panorama, refuses to wear away the night in riot and excess, and, more vigorously than old Puritan laws, insists upon the night for rest. It cuts the telegraph wire that trails behind him like a spider's thread, always ready to call him back. It tabooes the daily mail and paper, until, like Philip Nolan, one feels like "a man without a country." It leads one along labyrinthian by-ways, and calls a halt in the most obscure and out-of-the-way places. The bicycle insures insulation; without it, a vacation is a failure.

It forbids baggage. The impediments of the old army, the curse of vacation, is left behind. Light marching order is the condition of success. The Saratoga trunk, that deep pit through which so many modern Josephs go to prison, is closed, and even Mrs. Grundy is content when the wheel is the excuse for comfort instead of conformity.

The wheel demands exercise. Laziness can loll in drawing-room cars, and slothfulness sits on a steamer's deck, but the wheel, like the law of labor, demands sweat and toil as the price of bread, and like it, too, gives an appetite for the food earned.

The wheel is economical. The average vacation, like Pharaoh's lean kine, eats up the fat of the rest of the year. A can of oil feeds and doctors the steely steed. Like the beggar at the Barmacide feast, it eats nothing. There is no groom to fee, no waiter to tip.

Then, too, the rider must be sober. This horse cares for no stirrup cup: a clear head, a steady hand, or an early fall and a winter of discontent will surely follow.

"Turn, turn, my wheel! What is begun  
At daybreak must at dark be done.  
To-morrow will be another day.  
Stop, stop, my wheel! Too soon, too soon  
The noon will be the afternoon,  
Too soon to-day be yesterday."



## COMING EVENTS.

September 2, Montreal. Annual races of the Montreal Bicycle Club. One-mile and five mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close Aug. 30, to secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

September 4th. Entries close for 50 mile amateur race on the grounds of the Manhattan Athletic Club, Sept. 9th at 3.30 p. m. Gold medals to first, second and third. Entrance fee \$1.00 to F. J. Graham, secretary Manhattan Athletic Club, New York.

September 5. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club, and Æolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver and bronze medals. One-mile race, for gold, silver and bronze medals. Half-mile race, for gold, silver and bronze medals. Races to be run in heats, best two in three. First race called at 3 p. m. Entries to be made before Sept. 4, to E. F. Tollman, secretary, 195 Front Street.

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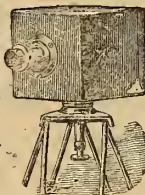
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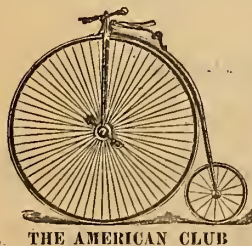


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