

# THE WHEEL

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*Wheeling* is a weekly periodical published by Mr. Harry Etherington, in London. It is probably one of the most original, unique, and wide-awake publication of its kind in the world. Among many other novelties, it has instituted a system of prizes for the best article published each week. In a recent issue an article by Frank A. Egan, of New York, entitled "He Kept an Hotel," was adjudged the first prize.

I am in receipt of an inquiry as to why the "Nomenclature Committee" of his club bestowed the title of "Ginger" upon their newly acquired racing man, Mr. Clark. I have been unable to get a satisfactory reply from them, and conclude that it must have been for the "snap" with which he rode his first race.

Mr. Thomas Chalmers, of the Ixion Club, will enter for racing honors for that club upon a 62-inch Royal Mail.

The *Springfield Wheelman's Gazette* says I am trying to exchange my bang for that gorgeous vest of Sec. Lawton, and has the nerve to state that I am getting the best of the bargain.

Dr. N. P. Tyler, of New Haven, was the ten thousandth entry into the C. T. C., and has made application to make that number upon his ticket perpetual, instead of subject to change each year, as heretofore.

I am not astronomically inclined, and yet I find much to interest me in contemplating *Mercury*. In the present case, though, it is true that it is a paper published in Cleveland as the organ of the Ohio Division L. A. W., but it is a star for all that.

The friends of prohibition must have been much pleased at the K. C. W. races, where a man was stationed at each side of the track to sprinkle the contestants with water, until at the completion of their several contests it was hard to tell whether they had just finished a canoe race or a swimming match.

I know I am a "kicker," yet I think I have ill deserved that title by so long remaining passive as regards the non-appearance of the official organ, but where! oh, where! is that "cyclist supplement"?

H. W. Hayes, Pres't Cambridge Bicycle Club, H. D. Corry, and Geo. M. Hendee favored me with a call last week. It is seldom a great cycling community is so ably

represented in this benighted section of the universe, and the honor is the more appreciated.

There seems to be a growing inclination on the part of collegiate clubs to attempt to run race meets independent of L. A. W. sanction. The sooner they are taught their inability to do so, the better it will be for all concerned.

Some enemy of my friend, W. I. Harris, Pres't of the Boston Ramblers, is trying to father the report that Mr. Harris on the late successful run of his club, favored pedestrianism as a means of locomotion, rather than the pedaliferous one to which the conception of this excursion was due.

Geo. Bidwell, whose energetic and honorable dealings as a dealer have won him many friends in this city, has received the agency of the Rudge, and if anything further than the merits of this mount was needed to place it before the public, the hands it is now in would be ample enough to do so.

A more unseemly and uncalled for liberty than the questioning of Geo. M. Hendee's and H. D. Corry's title to pure amateurship has never come to my notice. It is a disgrace to those who uphold it, an outrage upon the intelligence of the cycling community, and the severest blow at amateurship yet leveled against it. I want to put myself on record as most strenuously opposed to the action, and as asserting that there does not exist in this, or any other country, more able or honorable amateurs than these gentlemen, and I claim for my opinion the belief that no one has made a closer investigation of the affair than myself.

Scene in a Philadelphia jewelry store during late race meet there. Dolph and Burnham present. Former undecided whether to take a watch or a Star machine for a prize won appeals to latter for his opinion. Latter unhesitatingly replies: "Why, take the Star, of course." When you come to sell it, you will get more for it." Amateur? Why, certainly! Dolph at once takes the watch in preference, he not being that kind of an amateur.

### LEWEE'S LETTER.

SPECIAL MEETING OF THE OFFICERS OF THE MASSACHUSETTS DIVISION—INCREASED ACTIVITY AND BETTER GOVERNMENT PROMISED—PRESENT AND COMING RACES AND TOURNAMENTS—GENERAL NOTES AND GOS-SIP GATHERED FROM ALL AROUND THE HUB.

BOSTON, July 1, 1884.

If all the States had as able a Chief Consul and as enterprising Representatives as has Massachusetts, I am of the opinion that it would not be long before the "kickers" would all be silenced and every wheelman in

the country appreciate the advantages to be derived from an organization like the League, and all become members of it. For then the L. A. W. would be conducted on sounder principles, as far as the State Divisions are concerned at any rate, and the cyclists given some tangible benefits for their hard earned dollar they put into the treasury. The officers held an informal meeting at the New Marlboro Hotel last Friday evening, for the purpose of talking over League affairs, and obtaining suggestions for improvements in the manner of governing the Division in the future.

The action of the League in throwing out the votes at the recent election of State officers of several members of Massachusetts clubs, who at present resided in another State, was a subject of lengthy discussion, the general opinion seeming to be that the League should not do this; for, as a person can cast but one vote; he should be allowed to have it counted as from any State he desired, or in which he took the most interest.

Chief Consul Courier presented a proof of an able circular letter, which was approved and will at once be mailed to members of the Division, together with a copy of the hand book, and a polite request from Treasurer Kendall for delinquent members to pay up their dues.

The fact that at present the League Consuls have so little work to do that their office is nothing more than honorary was fully appreciated, and many were the suggestions made to effect a desirable change in this matter. It was decided that hereafter they will be expected to personally come in contact with, as far as possible, every League member in their district who has not renewed his membership for the ensuing year, and try and induce him to send in his dollar; also to talk up the League to unattached wheelmen and endeavor to get them to join.

The matter of non-members of the League receiving discounts at hotels, and otherwise obtaining advantages intended only for members, was thoroughly discussed. The only way of effectually putting a stop to this dead-beatism is to have the proprietors of League hotels, and other places where League members are favored, to make no discount to any one unless his membership ticket is shown. Some action will at once be taken in this matter.

The report of the Committee on Rules and Regulations, prepared by ex-Chief Consul E. K. Hill, recommended that the State be divided into eight districts, the members of each district to nominate as many representatives as their number entitled them. It was also recommended that some one be appointed to take charge of the Division road book, and, on application, furnish to mem-

bers any information desired relative to condition of roads throughout the State, and another person to look after the League guide boards, seeing that Consuls received and put them up on the roads.

The Chief Consul gave notice that on September 5th he would call a meet and reunion of Massachusetts wheelmen, to be held in Boston, and to which would be invited all wheelmen, regardless of their membership in other organizations. It is proposed to have a parade in the morning through the streets of the city, after which a short run will be made through the suburbs, ending with a picnic lunch at some point in the woods, probably Clyde Park. The reunion is to be followed later by the regular fall meeting and run of the Division early in October. After transacting several matters of minor importance, the meeting adjourned, subject to the call of the Chief Consul.

Did it ever occur to you how quick a person is to notice and criticise a fault in another of which he himself is most guilty? We have an illustration of this in the proposed "Wheel Around the Hub" of the C. T. C. next October. The local supporters of this organization were those who were most active in denouncing the action of the League officers in excluding from the Washington meet all not members of that organization, and now it is announced that under no circumstances will any one not a member of the C. T. C. be allowed to participate in their run, and yet no one has made the bulldozing statement that the C. T. C. is pursuing an exclusive and ruinous policy, and that it will thereby lose all its members. The C. T. C. has taken the right stand in this matter, and instead of losing members will gain many new ones, and so would the League, had its officers enough backbone to stand by their convictions.

Never before has so many bicycle races been held in Boston as there have this season, and many more are promised before its close. The races on the Common, July 4, promise to be well contested, but it is not likely any fast time will be made, for as usual the city has had no proper track prepared. Mr. Frank Weston has refused to occupy his old position as starter on this account, and designates the track as a "miserable makeshift."

There are to be several events decided on the grounds of the Union Base Ball Association, the evening of July 3, under the glare of numerous electric lights. As this is the first time out door races have ever been run here under electric lights, it is probable that a large crowd will be attracted by the novelty of the affair, if for no other reason. The Massachusetts and Boston Clubs both intend holding race meetings this fall, and the Ram-



blers are said to have decided on September 5 as the date of their annual fall race meeting. Besides this the manager of the Union grounds announces his intention of giving bicycle races there as often as once a week, should those to be held on Thursday evening prove a success. So altogether I guess we shall not want for the excitement of a race.

Rumor has it that a ladies' tricycle club is being formed in Boston. Nothing definite can be learned regarding the matter, but it is understood that a number of young ladies practice at one of our riding schools every evening, after all members of the other sex have retired.

H. D. Corey, of the Massachusetts Bicycle Club, rode up Corey Hill on his bicycle last week for the third time. He has well earned the title given him by one of the local papers—"The King of Corey Hill."

President Ducker was in town last week trying to work up a boom for his tournament next September. After their exceedingly hospitable (?) entertainment last year, it is very strange that wheelmen should take so little interest in the affair.

Elliott Norton, of the Harvard Club, has gone to Springfield, to study law for the summer. He will do considerable training while there, on the Hampton Park track, and hopes by next fall to be in condition to run away from Claflin and his other old rivals.

As a result of the enthusiasm awakened by the Ramblers' recent run to Newburyport, a bicycle club was organized there last week.

The last issue of the *Sunday Herald* contains a biographical sketch of Mr. Charles E. Pratt.

The Chelsea Club have organized a drill squad for the purpose of giving exhibitions at the different skating rinks.

If Hendee does not do some lively training this summer I am under the impression that he will have the pleasure of contemplating the beauties of Dolph's rear wheel, should he be so unfortunate as to meet him in a race.

Out of the thirty wheelmen who availed themselves of the hospitalities extended by the Charlestown Bicycle Club, June 17th, twenty-seven rode Expert Columbia bicycles.

Cycling has always been rather backward in East Boston, but since the organization of the Maverick Wheel Club things have brightened up considerably, and it is likely before long "Noddle's Island" will occupy a prominent place in the wheel world.

Considerable interest is taken here in the the proposed "Kennebec tour," and it is likely that quite a large number of our local riders will participate.

A riding school has been opened on the Union grounds, where men can learn to manage the bicycle and women the tricycle. Mr. Frank A. Hentz has charge of the school.

The specifications and all the minor details for the erection of the Massachusetts Bicycle Club house have been drawn, and work will at once be commenced on the building. The plans were designed by Mr. George F. Meacham, a prominent architect of this city.

The Charlestown Bicycle Club have elected the following officers for the ensuing six months: President, Will S. Atwell; Secretary and Treasurer, C. W. Howard; Captain, F. S. Nelson; First Lieutenant, James Carey; Second Lieutenant, E. G. Frost; Club Committee, W. S. Atwell, C. W. Howard, F. S. Nelson, J. A. Webber, and Arthur Smith.

#### NEW HAVEN CLUB RACES.

*Editor of The Wheel:* Your readers may perhaps be interested to learn that a race meeting will be held by the above club on

the 23d and 24th of September next, on *Hamilton Park* (that bone of contention, which proved so easy to chew and so hard to swallow). Yours truly,

176 WOOSTER ST. WM. H. HALE.

#### I WOULD LIKE TO SEE

- Five miles in less than fifteen mins.
- A perfect bicycle.
- A model League.
- Beckwith on a 64.
- A world's meet at Washington.
- Brooks join the professionals.
- Kron on a 50—no boots.
- More "Wheelman" less "Outing."
- Wilmot stand still on one wheel.
- Egan play "Romeo" to his—"Sociable" Juliet.

—Fine weather, big crowd, all the fliers at Springfield.

—Mark Pendleton, Percy Winter, Ed Davenport, ride a mile race.

—Hendee, Moore, Place, Burnham, Frazier, and Gideon start on a ten-mile spurt.

DAVE N. PORT.

#### PAID VS. AMATEUR.

My attention has been called to the appearance of late in bicycling prints of a consideration of this vital point in American racing records. Perhaps I am the one least able to intelligently consider so complicated an affair; but as there seems to be a confusion of prominent racing men's names with the point at issue, I have looked that matter up, and in justice to these gentlemen make the following statements: With all racing men of the strictly amateur class, there can never exist but a profound contempt for those who simply race as amateurs, because it *pays* them better. Whether this fact may exist through the infrequency of professional contests in this country, or through the position held in certain concerns, solely through racing abilities, does not enter into the question; the fact remains that the paid amateur (?) is always a professional at heart, and is not entitled to one half the respect that a regular professional rider is, who freely admits it is his livelihood, and rides accordingly against his fellow professionals, and not against amateurs. Be this as it may, however, what I had intended in this communication was to clear the names of certain amateurs from the taint that has fallen upon them since they have had them associated with riders of a far different stamp. Allow me to state, before proceeding further, that the facts that follow are collected by myself unknown to the gentlemen themselves, and therefore without their assistance or consent. Geo. M. Hendee, previous to the Springfield meet in Sept. last, had purchased for him, by Henry E. Ducker, a Sanspareil Racer, for which purchase money thus advanced, he in turn worked for Mr. Ducker until he had earned sufficient to repay him therefor. Finding by repeated trials that he could not make the same speed upon the Sanspareil as upon the Rudge, he purchased and paid for a wheel of the latter make, and has since owned and ridden it in all his races. He has been a resident of New Haven since two weeks previous to the last Springfield tournament, living with his brother. Until the 1st of May he kept books for Dr. N. P. Tyler in the morning, recited to a tutor preparatory to entering Yale in the afternoon, and studied and trained in time remaining at his disposal. Since May 1st he has worked for his brother. The wheel he rode at Springfield last fall, at New Haven afterwards, and against Robinson Nov. 3d, was owned, purchased, and paid for by

himself, and there is not to-day an entry upon the books of Messrs. Stoddard, Lovering & Co. showing a purchase for him of any wheel by any one else, and neither has this concern given, requested, or induced him by any means, direct or implied, to ride the Rudge machine. He has not had his expenses defrayed by any since above dates, and, even should such be the case, I cannot see that the defraying of expenses by one individual for another less fortunate in the world's goods in any way reflects upon the amateur standing of the individual, except where such expenses are paid by an individual or concern directly interested and profiting by the advertisement of the wheel ridden by the rider whose expenses he or they thus pay; that such is not the case with Hendee these facts clearly prove.

H. D. Corey, like the foregoing gentleman, does not need any defender of his integrity as a racing man, as both are too far above reproach, save by that class of jackals who delight in smirching the reputations of others because the contrast is unfavorable to their own. This gentleman has purchased and paid for his own mount, and, at a heavy personal expense, trained and ridden for the best interests of the cause. He has never by any means whatever been the gainer, pecuniarily or otherwise, by his creditable performances as a racing man. It was not to advance the interests of Messrs. Stoddard & Lovering that he rode their machines, neither was it at their request that he raced at all; to the contrary, his absence from American racing paths to-day is due to the request of that concern that he cease racing.

These facts I know, and they will not surprise those who know these gentlemen personally, though they may furnish food for reflection for some others who do not, but have attempted to cast reflections upon them. I hope that the foregoing, unnecessary as it is to establish the integrity of these gentlemen, will end this unseemly discussion and comparison of genuine amateurs with those "pot hunters" who are called amateurs by the greatest perversion of that unfortunate word that it has yet seen.

FRANK A. EGAN.

#### TO THE WHEELMEN OF MISSOURI.

On the 20th day of May, 1884, was organized the Association of Missouri Wheelmen.

Mr. E. M. Senseney, of the Eurota Bi. Club, was elected President.

The objects of our new organization are, in brief, to defend and protect the rights of wheelmen, and to advance the general interests of cycling. We shall endeavor to fill in our own State the position which the League of American Wheelmen holds in the East, and which distance prevents it from holding in the West. We do not exercise any control in the matter of racing; members will, as heretofore, look for their authority in that to the L. A. W. or the N. A. A. A.

In order to make the A. M. W. a success, we desire to embrace, as nearly as possible, the entire body of wheelmen in the State, and we appeal to you personally, not only to join with us yourself, but to use your efforts to induce others to join. The dues are but one dollar (\$1) per year. While we do not, like the L. A. W. or the C. T. C., furnish the members with a cycling paper from that sum, we have this advantage over the older organizations. every cent of money beyond the bare expenses of stationary and printing is applied directly to the advancement of the interests of wheelmen.

Let us look at the advantages of a firm organization. Suppose, for an instant, that the Legislature of this State should endeavor, as did the Kentucky Solons, to pass a law prohibiting the use of bicycles on the highways, where would we be without an aggressive association to fight and defeat their purpose? The same is equally true in regard to local action against the wheel. It will be our endeavor to be prepared to meet and defeat any such attempts, should any occur. We wish it understood, however, that it is not our purpose to take up individual cases of assault on the road, unless the matter involves a principle. It will also be our object to ascertain and furnish all information necessary to visiting wheelmen; to have a system of signs on the roads, most used by wheelmen, in all parts of the State, and to secure, at reasonable rates, comfortable quarters at good hotels.

For these purposes we shall organize a system of consuls, appointing one in every city and town in which there are wheelmen.

In the face of these facts, we do not see with what show of reason any wheelman, who has either his own interests or those of cycling at heart, can hold himself aloof from us.

Again we say to you: join us and induce your comrades to join.

Above all, do not hold back, but act at once.

If you decide to join, inclose your application with one dollar in the inclosed envelope and forward it.

Hoping to hear from you on this subject at once, I remain,

Very truly yours,

JOHN S. ROGERS,  
Sec'y A. M. W.

#### CONSTITUTION.

##### NAME.

I. This organization shall be known as "THE ASSOCIATION OF MISSOURI WHEELMEN."

##### OBJECT.

II. Its purposes shall be to protect the rights of wheelmen on Missouri highways, and to advance the interests of cycling in the State. This Association shall exercise no control, whatsoever, in racing matters.

##### MEMBERSHIP.

III. All wheelmen and gentlemen interested in wheeling may become members of this Association, upon payment of the annual dues of one dollar.

##### OFFICERS.

IV. Its officers shall consist of a President, Vice-President, and Secretary-Treasurer, who shall hold their offices for the period of one year from the second Tuesday in May of each year.

##### DUTIES OF OFFICERS.

V. The President shall preside at all meetings. The Vice-President shall assume the duties of the President during his absence. The Secretary-Treasurer shall keep a correct roll of the membership and take charge of the finances of the Association.

##### DISPOSITION OF FUNDS.

VI. The funds of the Association shall be deposited to the joint personal credit of the President and Treasurer.

##### MEETINGS.

VII. A meeting shall be held on the second Tuesday in May of each year, which shall be the beginning of the Association year. Ten members shall constitute a quorum.



## EXECUTIVE BOARD.

VIII. All business shall be transacted by an Executive Board, composed of the above officers and two other members, to be elected by a majority vote.

## SPECIAL MEETINGS.

IX. At any time at which they see fit, the Executive Board may call a special meeting.

## AMENDMENTS.

X. This Constitution may be amended from time to time, by a vote of two thirds of the members of the Association present, at the annual meeting.

## PRINCE vs. SCOTLAND.

The second ten-mile race between J. D. Prince, the champion bicyclist, and Mr. Craven's trotting horse, Scotland, was decided at Jumbo Park, Saturday, June 21st, in the presence of about 400 spectators. The first contest was decided at the Gentlemen's Driving Park, two weeks ago, and the horse won easily, Prince stopping at nine and one-half miles, when a quarter of a mile behind the horse. It was claimed by Prince that the track was unsuited for bicycling, it being full of holes and deep with sand in many places, and not being satisfied to lose his \$300 in that way, he asked for a second trial. Mr. Craven, having full confidence in Scotland's ability to beat any man on wheels, consented to make a second match for \$500 a side, and further agreed to have the race decided on the quarter mile bicycling track at Jumbo Park. The latter condition was all against the horse, and the harrowing which was done to the track yesterday did not make it much softer for the horse. The "pole" which was to be used by Prince was left untouched by the harrow, and it was in good condition.

The judges selected were Mr. Sam Daniels, Dr. Marshall, and Mr. George D. Gideon. Scotland was driven to a sulky, by Frank Rector, and when he had been given a little preliminary warming up, Prince on his 54-lb Royal Maid racer going round with him for two laps, the word was given to a flying start a few minutes after 6 o'clock. Prince at once took the lead, and at the end of the first lap was thirty yards in front of Scotland. The horse was moving very stiffly, hitching behind more particularly as he went round the turns, and was quite a different trotter to what he showed himself to be in the Gentlemen's Driving Park race. Prince kept increasing his lead till at a mile and a half he was half a lap ahead. Scotland was going with greater freedom, and now held Prince at the latter's half-lap lead. On the third mile the horse commenced to gain, and each lap reduced Prince's lead, till on the last lap of the fourth mile Scotland drew up level with Prince. At the close of the mile he was a length in front, and the bicyclist remained content with the horse making the pace with a lead varying from one to three lengths of the sulky, till eight miles and a half had been accomplished. On the eighth mile it was evident that the horse had done all he cared to, and the taps of the whip and moving the reins failed to get any response in the way of increased speed. Indeed, the horse had been gradually getting slower, and the bicyclist, seeing how the case stood, cut loose on the third lap of the ninth mile, and gained a lead of forty yards before that mile was finished. Mr. Craven called upon Rector to drive Scotland right out, and for a lap he did so, and held Prince. At the end of nine miles and a half Scotland showed so plainly that he was a beaten horse that Rector would not persevere any longer. Before he had gone another cir-

cuit Prince was a lap ahead and won by a little over that distance, Scotland being pulled up at nine and three-quarter miles. Prince was assisted from his bicycle by some of his enthusiastic admirers and carried shoulder height to the dressing room.

The times of each mile:

MILE.	LEADER.	TIME.
1	Prince,	3.07
2	Prince,	6.15½
3	Prince,	9.32½
4	Scotland,	12.52
5	Scotland,	16.16½
6	Scotland,	19.42
7	Scotland,	23.11½
8	Scotland,	26.48
9	Prince,	30.26
10	Prince,	33.29½

Before leaving the grounds Mr. Craven announced that he would match Scotland once more against Prince at ten miles for \$500 or \$1,000 a side, the race to take place on any half mile or mile track that would be agreeable to both parties. This challenge is open for one week for Prince's acceptance, the race to take place not sooner than two weeks nor later than a month from the date of making the first deposit.

Prior to the match race a game of polo on bicycles was decided between T. F. Finney and John Green, the former winning by 3 goals to 0. J. H. Sandman then undertook to ride his bicycle three miles while C. F. Stafford walked one mile. The man on foot won in 11 minutes 20½ seconds, Sandman finishing in 11 minutes 45 2-5 seconds. The last event of all was a trial of Woodside to lower the ten-miles record; but, after covering two miles in 6 minutes 7 seconds, he stopped.

## CHICAGO GOSSIP.

*Editor of The Wheel:* To-day is fifty degrees cooler than yesterday, change enough to keep most wheelmen at home. It has been rainy, too; so cycling has been at a comparative standstill. The run of the Chicago Club to Waukegan was the event of the week, and in every way a success. Starting from the club parlors at 4 P. M., the boys picked their way cautiously through the crowded streets to the bridge joining the north and south sides of the city. As they neared it the bell rang for it to swing. All but Mr. Wright crossed. He, however, most courageously followed as soon as possible, for it requires courage to ride alone on most of the roads leading any distance out of Chicago, unless one is perfectly familiar with them. After three miles through the city and parks, the fun began, and for ten miles through sand three inches deep and deeper each man tried by perspiring to outshine his rival. Everston was reached at 5.50 P. M., and the usual double supper eaten with a cyclist's relish. The 7.05 P. M. train took us to Waukegan, where we were joined by several who came out later from the city. After painting the town with more varied colors than most artists use in a life time, these innocents slept so peacefully that you would think the hotel a "saint's rest."

At 8.30 next morning the wheeling began towards home, but before six miles were covered, a halt for an hour had to be ordered to repair broken ball bearings, put in new handle bars, straighten bent ones, and strengthen ourselves. The road was bad. On we went to Highland Park, about eight miles further, and here we stayed three hours, some taking a swim in the lake, others dreaming on the lawn under delightful shade, and your correspondent, with one or two favored "dudes," basked in the sunshine of the ladies' smiles on the piazza of the hotel. But this is secret. It looked so like rain, was so warm, and the prospect of poor roads

was so unpleasant, that a few (who had not been on the "Canada tour") took the train.

The next few miles were very enjoyable, the roads being better. At Winnetka, in return for the many pleasant impressions they took away, twelve bicyclers left the impression upon Mr. Paddock's family (who entertained them royally) that they were men of great physical capacity.

It threatening rain, two of the party hurried on—to catch it. And they did, for never were men rained on before as they were, the others, being about fifteen minutes behind, escaped. But the road! Well, it was only equalled by the mud and water of last year's floods at St. Thomas, Canada. Headers, of course, were more numerous in the mud than ever before, wheels were badly strained, and much walking was indulged in.

As I prophesied last week, this run was very good practice for the coming "Canada tour," though the roads will in no wise require the strength that this run did. The distance, thirty-six miles, was made in four and one-half hours, actual riding; and out of sixteen wheelmen only three came through without accident or incident, and were good riders too. I withhold the names of the illustrious three; it might "cause jealousy, you know."

The Fourth of July run will be partly on the third, strange to say, and about as follows: Train to Aurora at 3.45 P. M.; wheel twenty miles in the evening to Elgin; next day wheel to Chicago, about forty-five miles.

Mr. Canary has been exhibiting his fine riding at the Casino rink; one never tires of seeing him.

The ladies are taking to the tricycle slowly but surely, Mrs. J. O. Blake following Miss Fuller within a week. Others have ordered. The undersigned is not the only one who is "foolishly fond" of the wheel.

H. F. FULLER.

CHICAGO, June 25, 1884.

## THE BINGHAMTON RACES.

The second annual race meeting of our club took place, June 26th, at the Whitney Driving Park. The judges were Dr. A. G. Coleman, Canandaigua; F. C. Hand, Scranton; G. B. P. Fouts, Philadelphia; and E. E. Kattell, of Binghamton.

1st Event. One mile, best 2 in 3 heats.—John Brooks, Blossburg, 1, 1, time 3.17½, 3.20½; C. E. Titchener, Binghamton, 2, 2, time 3.20½, 3.22; J. W. Bowman, Williamsport, 3, 4; P. B. Roberts, Cornell College, 5, 3; G. H. Camehl, Angelica, 4, 0.

2d Event. One-half mile, novices, best 2 in 3 heats.—J. R. Schlager, Scranton, 1, 1, time 1.45, 1.45½; G. H. Wade, Owego, 3, 2, time 1.46½, 1.47; F. A. Vorber, Cornell College, 2, 3; W. C. Bates, Binghamton, 4, 4; A. M. Durkee, Binghamton, 5, 0. In this race Durkee fell on back stretch, bending his backbone. In 2d heat Wade and Vorber ran a dead heat, and in running it off Vorber led until about 15 feet of the finish, when he took a violent header, dislocating his elbow; this left them tie for second place, and Vorber, not being able to appear, Wade went around alone in 1.44½.

3d Event. Two-mile dash.—John Brooks, 1, time 7.15; H. Fillmore, Scranton, 2, time 7.19; P. B. Roberts, 3; Guss Merrill, Scranton, did not finish.

4th Event. One mile ride and run.—W. H. Stone, Binghamton, 1, time 5.21; D. W. Scism, Scranton, 2, time 5.45.

5th. Event. Three-mile handicap.—John Brooks, scratch, 1, time 10.17; H. Fillmore, 300 yds., 2, time 10.19¾; Fred Hinds, 400 yds., 3; J. R. Schlager, 400 yds., did not finish.

6th Event. One mile club handicap.—C. E. Titchener, scratch, 1, time 3.24½; W. C. Bates, 15 secs., 2; A. Crandall, 15 secs., 3; 7th Event. Five-mile handicap.—John Brooks, scratch, 1, time 17.14½; H. Fillmore, 600 yds., 2, time 17.19; John Stafford, 800 yds., 3.

8th Event. One mile consolation.—Guss Merrill, 1, time 3.49½; Fred Hinds, 2, time 3.50 1-2; G. Camehl, 3.

The races wound up by an exhibition half mile by W. J. Morgan, the professional, he giving Titchener 10 secs. start.

Yours respectfully,

A. W. CLARK.

## FROM THE CLUBS.

CAPITAL.—On June 14th the semi-annual election of officers of the Capital Bicycle Club took place. Mr. Leland O. Howard was re-elected President by acclamation, but declined the honor. The following officers were then elected: President, Charles Flint; Vice-President, J. W. Wagner; Recording Secretary, John T. Loomis; Corresponding Secretary, Walter S. Dodge; Treasurer, Clarence G. Allen; Captain, B. W. Hanna; Sub-Capt. W. F. Crossman; Junior Sub-Capt., De L. W. Gill. W.

## ELIZABETH WHEELMEN.

The "Elizabeth Wheelmen" was organized March 5th, 1883, W. H. Hastings being elected Captain, Geo. J. Martin Lieutenant, and M. W. Halsey Secretary - Treasurer, which, with four other members, constituted the club for that year. In the spring these enthusiasts set to work with a will to booming cycling, and with what good result may be seen by the following:

The club has now on its roll twenty-four active members, viz., W. H. Hastings, President and L. A. W. Consul for Elizabeth District; G. Carleton Brown, Chief Consul of N. J. Division L. A. W.; Geo. J. Martin, Captain; Paul T. Norton, Lieutenant; J. C. Wetmore, Secretary-Treasurer; A. S. Roorbach, Bugler, and V. R. Value, Color Bearer; M. W. Halsey, F. R. Bailey, M. W. Farlin, Joseph Battin, M. W. Chester, Geo. B. Morrell, A. McDonald, L. R. Hazard, A. S. Crane, L. B. Bonnett, H. Floy, M. Van Deventer, Geo. B. Hooker, M. H. Henderson, W. Gibbs, Frank Bergan, Fred Gaston, and more joining at every meeting; so that by the fall no doubt the "Elizabeth Wheelmen" will be second in numbers to no club in the State.

The club is having a handsome flag made, the colors being sky cardinal and pearl grey, with "E. W." in the centre in gold. They hope it will be ready for the parade at Red Bank on the 5th July.

There are regular weekly runs, starting from headquarters (Chief Consul Brown's office, Kean Building, Broad street) each Wednesday and Saturday at 1 P. M. Each Monday and Friday the club has an invitation run, starting from corner West Grand street and P. R. R. at 5.15 P. M., in which all wheelmen are invited to join. There is much interest taken in tricycling by the ladies, who are only waiting for the least timid one of their number to make the start for them to follow, and enjoy the sport with their husbands on the lovely runs over the country.

CROESUS.

## INFORMATION WANTED.

Can any wheelman give me information as to the best route from Boston to Amherst, Mass., and other points that would be of use to one who wished to make the trip?

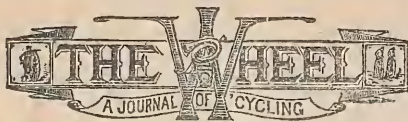
D2055.

*Editor of The Wheel:* Might I ask any gentlemen who know of good riding on the roads on the line of D., H. & W. R. R. between Buffalo and New York City, to communicate with me?

HENRY K. MERRITT,

Toronto Bicycle Club, 10 Adelaide street, East, Toronto, Ontario.





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Clubs of Six - - - - - Five Dollars  
European Subscriptions, - - - 5 Shillings

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#### To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

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

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the 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 as early as possible.

#### THE OLYMPIAN RINK AT CONEY ISLAND.

To many New York wheelmen Coney Island is perhaps a familiar place. While all know how to reach it by road, the numerous water and rail routes are such as to be somewhat confusing. To many, time is of course an object, and the saving of even a few minutes adds that length of time to one's pleasure upon arriving there.

The New York & Sea Beach Railway offer the combined advantages of a water and rail route, including a pleasant sail to Bay Ridge, their boats running daily every 30 minutes on the even hours and half hours from West 22d street, and 15 minutes later from West 10th street. In order to accommodate business men, a landing is made at Pier 6, foot of Rector street, on the even hours and half hours. From Bay Ridge the run is quickly made in open cars drawn by powerful engines. The running time being some ten minutes shorter than by either the Brighton or Manhattan Beach routes, and lands one in the heart of Coney Island, and close to the Olympian Club's Roller Skating Rink.

Many who patronized the American Institute last winter will remember Mr. Frank Hall, who, while apparently young, is proportionately energetic, and who has, in conjunction with other capitalists, established a roller skating rink at the Brighton of America. The Sea Beach Palace Hotel has, by well directed efforts, been converted into a magnificent skating rink, with a large smooth maple surface capable of accommodating 3,000 people. The building is light and airy, and as one spins along, the cool breezes from the ocean temper the air, and make the exercise delightful. In the evening the place is crowded, a band of music being in attendance enlivens the scene, and the twinkle of the electric lights makes it a brilliant one. The best skates are to be had and are kept in perfect order.

The management extend the hospitalities of the place to wheelmen, who are always

welcome, and those who make it a practice to spin down the Ocean boulevard will find ample accommodation for their vehicles at the Olympian Rink, where stabling room has been reserved for them. The venture has been successful thus far, and we trust it will continue in prosperity.

#### PROMINENT BICYCLE CLUBS.—I.

##### The Buffalo Bicycle Club.

This club was organized February 22, 1879, with three members. Mr. George F. Chavel, the first man to introduce the bicycle in Buffalo, was made President, Dr. H. T. Appleby Vice-President; and J. T. Gard Captain.

The objects of the club as set forth in the constitution are: First, the mutual enjoyment of its members in the pursuit of bicycling as a pastime; to which end club meets, tours, excursions, races, etc., shall be arranged and carried out. Second, the promotion (by force of example) of the use of the bicycle as a practical and enjoyable aid to locomotion.

The success of the club under the first clause is all hearsay, there being no record of enjoyments kept; but under the second the result was very noticeable. Those who saw the machines asked about them, looked up the owners, and finally, some more wheels having been purchased, they met and reorganized the club February 4, 1880. Dr. H. T. Appleby was elected President; J. O. Munroe, Secretary and Treasurer; G. R. Bidwell, Captain; and G. F. Chavel, Sub-Captain.

The most notable event of the year past was the entertainment of Mr. Wentworth Rollins, who was on a tour, by bicycle, from Boston to Niagara Falls. This was considered a wonderful feat, and led many to purchase the then uncertain steed. In August the club, having reached a membership of thirteen, joined the League of American Wheelmen in a body. They also enjoyed a trip down the river at the invitation of Mr. George R. Howard. At this time, Mr. Bidwell being compelled to resign, Mr. George R. Howard was elected Captain in his place.

During the winter the club had the use of Tremont place Armory for one evening in the week. This helped to keep up the interest, and the year 1881 saw the club with a largely increased membership. At the annual election held March 7, 1881, Mr. E. M. Bell was chosen President; J. O. Munroe, Secretary and Treasurer; Dr. Appleby, Captain; and W. P. Walker, Sub-Captain. In the spring of the year the club Secretary decided on a trip abroad, and previous to his departure the club gave him a banquet. This was one of the many enjoyable events. The poems by Mr. Appleby and Louis Hohl were especially interesting, and at the meeting it was decided to enter on the club roll the name of G. F. Chavel as the pioneer bicyclist of Buffalo.

On the 14th of September, 1881, the first annual tournament took place at the Driving Park. The club was assisted by members from the Rochester and Dunkirk clubs. The championship race, which is an annual feature of the club, was won by Mr. D. N. Milley, who held the medal presented by Messrs. Riegel & Robinson for that year. This medal must be won three times before it becomes the property of the owner.

The election of officers in January, 1883, resulted in Mr. Frank F. Williams for President; J. O. Munroe, Secretary and Treasurer; and J. T. Gard, Captain. This year opened with a very pleasant outlook.

The club now numbered about forty members. The meets at the Armory were well attended, and new members were joining every month. The Falls and neighboring towns were visited by the club on its runs, and while the machines met with some opposition from horsemen, they gradually became so familiar to them that they were no longer noticed. One attempt was made to put the bicyclists out of the Park. This did not succeed, and now it is an acknowledged fact that they cannot be restricted from the roads in any way. By June the club had grown to be so much more than had been expected that two new officers were created by the adoption of a revised constitution. Dr. C. S. Butler was chosen for the office of Vice-President, and Chas. K. Alley for Corresponding Secretary. The club entertained many visiting wheelmen during the summer and were in turn entertained by neighboring clubs. The second annual tournament was held in September. The championship race was won from Mr. Milley by Chas. K. Alley, and several records were broken by Mr. V. C. Place, a visitor from Greenville, Pa. The banquet at Gerot's was well attended, and the second annual tournament passed into the annals of the club as a great success.

At the annual election of officers, Mr. F. F. Williams was again chosen President, Dr. Danelson Vice-President, Geo. Dakin Captain, J. O. Munroe Recording Secretary and Treasurer, and C. K. Alley Corresponding Secretary. The season of 1883 opened most favorably for the club. Its success at the last tournament, and the interest taken in the drills at the Armory during the winter, have led the people to believe that it was a live organization. The element of boy's play was gradually wearing away, and the bicycle was recognized as an addition to the every-day life of the city. During the summer the Canada tour of the Chicago Club reached Buffalo, where it disbanded. The members of the club organized a run to Bay View and there entertained them. Our Canada cousins also gave us a call and were in turn entertained, as well as a number of other visitors. The September tournament was looked forward to with great expectation, but the day was bad, it rained hard, and the races had to be postponed. The town was full of wheelmen anticipating a good time, and not to disappoint them the banquet at the Genesee was held as intended, and a very pleasant time it was. The day selected for the postponed races was cold and disagreeable. The attendance was small, and as a postponed entertainment is never a success, the third annual tournament had to be recorded a failure. Mr. Milley again won the championship badge without opposition.

For the season of 1884 Dr. J. E. Danelson was elected President, R. H. Janus Vice-President, George Dakin Captain, Dr. C. S. Butler Secretary, and J. O. Munroe, Treasurer. The club, not discouraged at the poor result of the September tournament, decided to give an entertainment at the Armory in March. Mr. Canary and Mr. Pressy were engaged to give exhibitions of fancy riding. Although a very nice entertainment was given, the success was not as great as could be wished.

At present the club is in a flourishing condition. It has sixty-five members and several applications pending election. The Buffalo Club is a member of the League of American Wheelmen, an organization of some 4,500. The club is called upon to give exhibitions in aid of local societies, and its members hope that their friends will continue to give them the hearty support that has thus far been of great help to them. They are looking forward to the fourth annual tournament

in September, and promise to please all with an interesting programme.

#### THE FRIDAY EVENING MEETS.

The following letter has been issued to the members of the Buffalo Bicycle Club:

"BUFFALO, June 19, 1884.

"DEAR SIR: I very much wish that every member of the club would make it a point to attend the weekly road meets, which are held every Friday evening at 7.15 at the Circle.

"Our club is growing rapidly. New riders are every day joining our ranks, and in order that all may become acquainted, all should participate in our weekly road meets. I earnestly ask all members to unite with me in making the sixth year of our club life full of active, earnest interest in wheel matters, and extend to our younger brothers a cordial and fraternal welcome. Faithfully yours,  
GEO DAKIN, Captain."

#### CINCINNATI LETTER.

*Editor of The Wheel:* The Cincinnati Bicycle Club is now permanently located on Western avenue, having secured a new two story brick house, which could not have been better suited for the purpose to which it has been put if it had been built to the plans of our enterprising Captain.

On the ground floor is the wheel room, fitted up with racks for the accommodation of fifty wheels; on the second floor there are three rooms, the rear one having a number of lockers, and a large bath tub, which is indispensable to a club in the summer months.

The middle room is used as a dressing and locker room; the most prominent for a reading and meeting room, and which was opened on the 18th, is a very handsome furnished parlor; the windows are all hung with rich damask curtains, the furniture of heavy mahogany, of antique design, the walls and ceiling, being papered, are in keeping with the rest of the room. There is also a fine upright rosewood piano, for the amusement of the musical members of the club, of whom there are quite a number. The walls are hung with photographs of all the L. A. W. meets, and all prominent bicyclers, both professional and amateur, and also an instantaneous photograph of E. F. Landy, taken at the finish of the three-mile handicap race, won by him at Washington last May.

The Cincinnati Club, having fitted up the club house in style, issued invitations to over two hundred bicyclers in and around Cincinnati, inviting them to attend their "SMOKE," of which there were probably 150 who accepted the invitation.

At 8 o'clock order was called by President A. A. Bennett, and Mr. Kitchell, chairman of the committee in charge of fitting up the club rooms and issuing the invitations to all bicyclers to participate at the formal opening, made a few remarks on the way in which the club rooms were fitted up, and then tendered the key to the President.

Mr. Bennett thanked all the wheelmen present for their attendance, and made a few remarks appropriate to the occasion. He then invited all to walk down to the wheel room, where they were served with ham and cheese sandwiches and lemonade.

Mr. H. S. Livingston had the pleasure of introducing those whose blood could not stand such temperate drinks to the cellar, where the Cincinnati fluid was found in abundance. The members who did reach the cellar said, "if Gambrinus could witness such a sight, he would be pleased beyond description."

After every one had been served, Mr. Livingston asked Mr. Avery, President of College Hill Bicycle Club, to make a few remarks.



Mr. Avery said if the Cliff Climbers could not boast of a fine club house, they had the pleasure of knowing that they would always be welcome at the Cincinnati Club rooms, which they intended to make use of occasionally. He said it afforded him great pleasure for the honor shown him.

Mr. Elliott, being called on, said that Wyoming, Ohio, had not yet formed a club, but that they undoubtedly would do so soon, there being seven bicyclers in Wyoming, and could all be counted upon. At their first meeting, which will be at an early date, they would very likely join the L. A. W., as all good bicyclers should do. He thanked the bicyclers present for the honor tendered him.

Mr. Hammar, President of the Avondale Club, being called upon, did not respond, he having found very good company down stairs with Gambrinus's friends.

Mr. Brown, of the Chicago Bicycle Club, responded in a very neat and complimentary speech. He was convinced that as far as country riding was taken into consideration, we were far in advance of anything he had seen in the West. He also thought that if the members would contribute more articles to the different wheel journals, that Cincinnati would become better known to wheelmen.

## SQUIBS.

Mr. A. A. Bennett formed more light wheels from his pipe than any one at the "smoke."

E. F. Landy was thrown from his wheel on the 15th, breaking both bones in the left arm. This is the second time he has been unfortunate. The boys missed him at the "smoke," but a pipe was saved for him. Hurry up, Ned, and get better.

J. C. Hosea and several others sang some good songs with the aid of their "pipes," and were heartily applauded.

Sam Livingston was covered with smiles and wreaths of smoke.

Every wheel and wheelman had the appearance of having been well smoked about midnight.

The Cliff Climbers made a very attractive sight with their King of the Road's light up.

H. N. Kitchell, finding that there were not enough pipes to send to the different bicycle clubs in the State as a souvenir, went to the trouble of chopping blocks of smoke, about six inches square, to send to each club as a sample of the tobacco that was smoked.

N. L. Pierson made a hurried dismount over the head of his Rudge in his anxiety to reach a pipe. He got one.

H. S. Livingston says the colored lemonade was elegant.

W. E. Galway, who was expected, was unable to attend, he having been thrown from his wheel in the afternoon, and receiving a very severe sprained ankle. Warner's pipe was sent to him by express.

The Brighton Club was out in full force, and were all smoked and well cured.

W. H. Galway did not put in an appearance until very late in the evening. Billy came in for his full share, if he was late.

Capt. W. H. Whiting says the "smoke" was the grandest success, as an entertainment, that he has ever witnessed among bicyclers, or any other organization; and whatever Cappy says, you can rely upon.

BEE.

Cincinnati, June 22, 1884.

## WHEEL GOSSIP.

All aboard for the Chicago tour.

Mr. M. E. Graves is at 39 West 26th street, where he is prepared to give full information.

We have heard nothing further concerning the measurement of the Philadelphia track.

The Citizens Club will be represented by Geo. R. Bidwell, M. E. Graves, and Fred Jenkins.

Mr. E. E. Clapp, of the Fidelity & Casualty Co., has had bound, in cloth, Morton's "First Aid to the Injured," which he will send post paid for 27 cents to any address. The contents should be familiar to every wheelman.

Fourth of July coming so near the end of the week, the extra day will doubtless be embraced for short tours.

The Ixion Club have very cosy headquarters at 2 East 60th street. Though small in size, they are handsomely fitted up.

The Buffalo Express is in future to have a cycling column under the editorship of Corresponding Secretary Chas. K. Alley.

It seems a pity that no effort is made to secure the Riverside drive for tricyclers, even if the hours are later than 6 P. M. There are very few horses on the drive after dark, and the three wheelers should be allowed there.

Another long ride of note remains to be chronicled, and that is a trip made by Percy J. Bernhard and Benj. W. Doughty, of Jamaica, who ran to Greenpoint, Saturday, June 28th, a trifle over 100 miles, in 15 hours 10 minutes, breaking the record by thirty minutes, in spite of a strong northeast wind. In view of the fact that the element of sand is prominent in the character of Long Island roads, this is certainly a remarkable performance.

The *Mirror of American Sports* has for its New York scribe a remarkable genius by the name of "Francis." His last letter is certainly a rare specimen of news. We are asked to believe that Theoretical Book is dead, that Egan, Gulick, and Peoli were drowned, and that Knight L. Clapp has sailed for Europe in search of a fortune, and is shortly to be married. Such a conglomerate mixture of falsifications was never before our lot to read.

It is said that W. J. Morgan has been retained in Philadelphia as a trainer for some of the young racing stock of that city.

The race meeting at Washington nettled the League \$636.

The Pennsylvania and the West Shore & Buffalo Railroads both carry wheels free, at owner's risk.

A. H. Robinson is entered for the mile championship of England.

W. D. Wilmot was married yesterday to Miss Bessie B. Hatch, the ceremonies taking place at Bowdoin Square Baptist Church, Boston, Mass.

The *Sporting Life* recommends a jersey for summer riding. What is a man that resembles a match to do if the custom becomes general?

We would respectfully recommend the appointment of the Bluff House, at Milford, Pa., as a League hotel. The roads in that vicinity are of the best, the scenery delightful, and the summer visitors agreeable.

## NIAGARA TO BOSTON TOUR.

Parties from Chicago and the West can purchase tickets of B. B. Ayers, Chicago. Parties from New York, Boston, and adjacent points can purchase tickets from New York or Boston to Niagara, at 250 Washington street, Boston, and 363 Broadway, New York. Enquire for bicycle tour tickets, and get receipt from ticket agent for amount paid; present said receipt to Treasurer of tour at

Niagara, and amount paid for same will be deducted from round trip ticket. Party will probably leave New York, Saturday, July 12, 8 P. M. For information regarding New York party, address Fred Jenkins, 21 Park Row, Room 65, New York. For Boston party, C. S. Howard, of Ramblers Club, Boston. Fraternally,

M. E. GRAVES.

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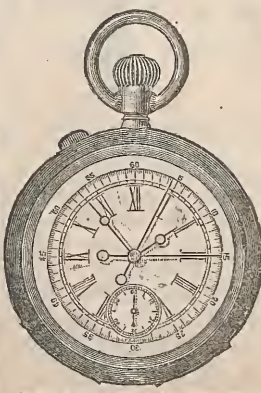
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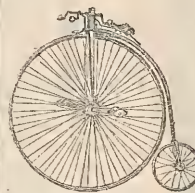
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Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen.....	5.00
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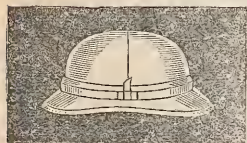


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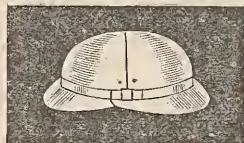
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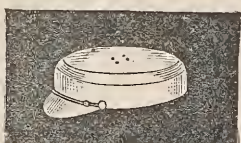
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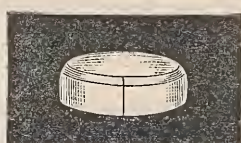
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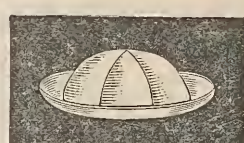
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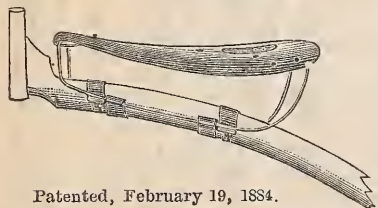


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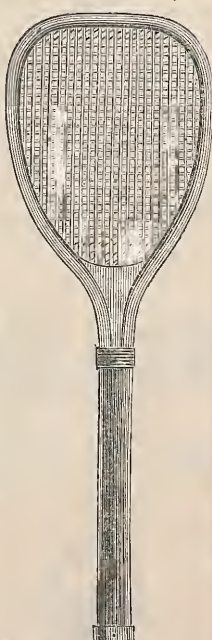
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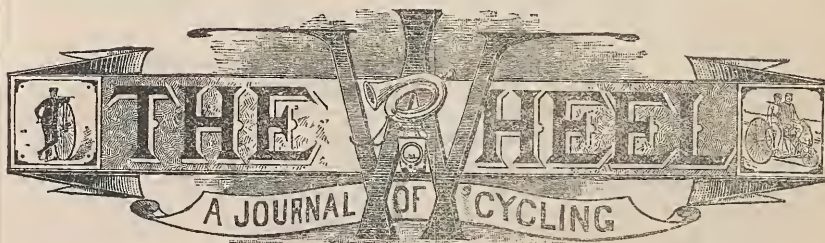
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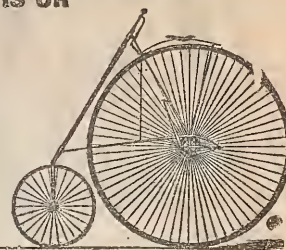
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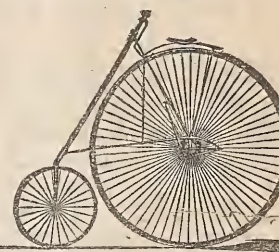
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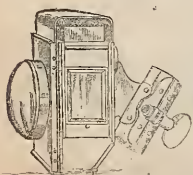
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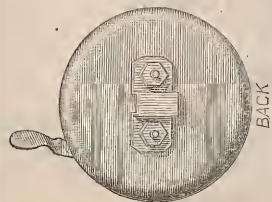
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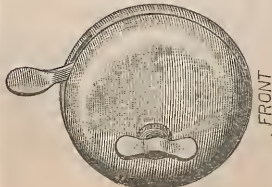
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