

# THE WHEEL

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### WHEEL GOSSIP.

The New York delegation of the Chicago Tour leave for Niagara at 8 P.M., Saturday the 12th, over the West Shore and Buffalo Railroad.

The party this year promises to eclipse any previous tour either in England or America, and will be, as an enthusiast expressed it, the "biggest thing on wheels."

The New Jersey Division Meet was a very successful affair in spite of the rain. The business meeting was well attended, but the moonlight run to Mattewan had to be abandoned on account of the rain.

The new hand-book of the Massachusetts Division is a credit to that organization, and an example worthy to be followed by the other States. Its hotels, consuls, etc., are arranged somewhat after the C. T. C. style, and our only suggestion would be that future ones be made a trifle narrower, and consequently more convenient for the pocket.

In spite of its large membership, the New York State Division is without a Constitution, rules, or anything. It has never had a meet, or a meeting, and the chief consul should give it more attention, or else turn it over to some one else.

The next WHEEL will be edited "on the road," and any shortcomings must be excused on the plea of the first vacation in three years of the editor.

Our friend the "Owl" should remember that the Yale College Club, being a League Club, does not require sanction for its races as did the Harvard organization.

Capt. Piper, of the Cambridge Bi Club, spent a few days in the city last week, making the Citizens Club his headquarters.

Mr. Charles E. Fink has received a letter from B. H. Griswold, of the Western Md. Railroad, informing him that on and after the 5th inst., Bicycles accompanied by their owners will be carried over the road free. Mr. Fink, was untiring in his efforts to secure this privilege for the benefit of all wheelmen traveling over the road.

### NIAGARA TO BOSTON TOUR.

*Editor of The Wheel:* The final preparations for the tour have been completed, resulting in slight change in original time tables. This time table will be printed in folder form, together with map of the tour and other detail maps for reference en route, and list of the tourists, and will be handed the tourists before starting.

It is very essential that intending tourists send in their names at the earliest date. The lists will be kept open until the latest mo-

ment, when they will be handed to the printer. These lists will then be forwarded to the hotels en route.

The tourists will be formed into four divisions before starting, Eastern States, Middle States, Western States, and Canadian, with a Captain of each division. The whole will be in charge of a Commander. For convenience of identification, each division will wear separate colors: Eastern, red; Middle, white; Western, blue; and Canadian, yellow; to consist of a ribbon to be supplied by the tourist individually and worn on the breast. If consistent and agreeable, the tourist might omit wearing other colors. The tour will be conducted as informally as possible and will be with a view to securing the most comfort and promptest service individually. No tourist will be allowed to go ahead of the Commander or behind the ambulance, and the length of the entire column must not exceed one mile. The riding will be informal, and at a regular and easy pace, with halts every half hour. Tourists need not confine themselves to riding in their divisions. The starts every morning will be exactly on time as per time table.

The Western Division will arrive at the International Hotel, Niagara Falls, N. Y., the afternoon of July 14th. The Manager will expect to meet the tourists at the hotel office at once and collect the pro rata expenses of the tour at the rate of \$54 for the round trip, Niagara Falls to Boston and return to Buffalo. This excludes expenses at Niagara Falls and Boston. Tourists will settle bills individually at both points, the tour rate being \$2.25 per day at the International Hotel, and \$3.50 per day at the Vendome. A coupon ticket will be furnished tourists, with which all subsistence and transportation bills en route, as per time table, will be settled individually. Tourists desiring to perform only part of the journey will pay pro rata only for such part as they travel over.

The ambulance is designed to carry baggage, and any tourist who may feel indisposed, or whose wheel may fail. It will follow in the rear of the party, and upon arrival at hotels the baggage will be removed to the hotel office, and can there be secured.

Tourists should provide themselves with a few light extra parts of machines, to use in case of accident. These parts should be marked with owner's name and given in charge of the Quartermaster in the hotel office, or placed in the ambulance.

Tourists desiring to take in the interesting points at Niagara Falls can procure coupon tickets for the purpose at greatly reduced rates in the hotel office at the Falls. It is the intention to take a trip to Clark's Islands, Burning Spring, Rapids above the Falls,

and other interesting points, on the afternoon of arrival at Niagara Falls.

Gray knee-pants and stockings, with canvas or buff leather low shoes, white flannel shirt or white tennis jersey (the latter being preferable), and helmet, with light touring gloves, make a popular outfit. An extra pair knee-pants for evening use or in case of accident; one or two extra jerseys; three changes very lightest underwear (the lowest garment coming only to the knee); four pairs hose, with supporters, and handkerchiefs, complete a touring wardrobe, and when rolled up in a yard of substantial rubber cloth and bound tightly with a luggage carrier, form a neat and convenient package of proper size. Valises should not be taken. Among the toilet articles should be included a razor; small clothes brush; small bottle of cologne, for face lotion; favorite tooth pomade and brush; small package Pond's Extract, Oriental Paste, or Vaseline, to relieve face and hands of heat effects; small vial ginger essence; rubber drinking cup, to carry in pocket; small package salts, as blood cooler. These articles, and a pair of light slippers, can be included in the roll. Coats will not be worn on wheel, but will be worn while off. These garments will be carried in ambulance. While stopping over in Montreal, soiled garments will be laundered, hence mark all pieces plainly with name. A soft white flannel cap is suggested for off-wheel wear, in connection with white helmet. Tourists are requested to wear these two head coverings, if entirely agreeable, as uniformity in this respect will serve to greatly enhance the general appearance of the party.

THE TOUR COMMITTEE, CHICAGO  
BICYCLE CLUB, B. B. AYERS  
Manager.

TELEGRAPH ADDRESS: C. & N. W. R'y  
GENERAL OFFICES, CHICAGO.

### LEWEE'S LETTER.

BICYCLE RACES THE CHIEF FEATURE OF THE CELEBRATION OF THE FOURTH IN BOSTON—INTERESTING CONTESTS BY ELECTRIC LIGHTS—HENRY WARD BEECHER BECOMES A TRICYCLIST—GOSSIPY NOTES AND GLEANINGS.

BOSTON, July 8, 1884.

Since 1878 bicycle races have been the most interesting sporting event of the Fourth of July celebration in Boston. This year proved no exception to the rule, and no less than 75,000 persons packed themselves on the parade ground of the Common, and shouted themselves hot and hoarse with enthusiasm. The races were run under a competent board of officers, and passed off without a hitch. The officials were: Referee, Abbott Bassett; Judges, C. L. Clark and M. J. McEttrick; Clerk of Course, W. E. Gilman;

Starter, C. S. Howard; Timekeeper, W. W. Stall and J. G. Lathrop; Scorer, Charles Bassett. The track was the same as that used last year, and if possible was in even a more wretched condition. The surface was covered with loose gravel and sand, and the corners were so sharp as to effectually prevent any spurting around them.

The first event was the one mile amateur race, for which gold and silver medals were offered as first and second prizes respectively. There were 20 entries, with the following starters: J. A. Crosby, J. H. Butler, N. E. Rollins, E. H. Tillman, Edward Mason, A. Anderson, W. R. Pitman, C. S. Whitney, R. F. Stahl, and C. F. Haven. They were arranged in three lines, and at the start one of those in the rear line collided with a machine holder. The men were called back, and another start made. When started again they were all in a bunch for the first half lap, then the leaders, who proved to be Haven, Whitney, and Pitman, drew rapidly away from the crowd, and it was soon evident that the race was between those three. Pitman held the lead to the third lap, when Haven and Whitney spurted past him. On the home stretch these two had a grand struggle for first place. Haven finally won by a few lengths in 3m. 26 1/2 s.; Whitney second, 3m. 32 s.; Pitman third.

The two-mile amateur race was contested by the following eight starters: C. F. Haven, C. S. Whitney, Joseph Roberts, James Hughes, W. R. Pitman, Chas. Leggate, A. Anderson, and R. F. Stahl. After one false start they all got away well together, Haven, Whiting, and Pitman being in the van. Early in the contest Anderson and Roberts collided, taking headers and retiring. These leaders had but little difficulty in drawing away from the field, and before the completion of the two miles, had lapped the majority of them. The latter part of the race Haven and Whitney began to run away from Pitman, and the race from there on was a close one between them. As in the previous race, however, Haven proved the better man, and crossed the scratch 1-5 second ahead of Whitney, who secured the second prize, a neat silver medal. Time, 7m. 12 s.

The prizes of \$50, \$30, and \$20 for the five-mile professional race were sufficient to make an exciting contest between the following four professionals: R. A. Neilson, J. W. Wilson, C. J. Young, and George Harrison. After being cautioned by the referee that any "funny business" would bar them from the track, they received a good send off, and by keeping well in a bunch made a most exciting race. With alternate leaders they would come tearing down the home stretch, to receive the applause of the multitude, who were kept in a whirl of excitement



throughout the race. On the last mile Neilson braced up, and setting out a lively gait finished an easy winner, with Harrison and Young near half a lap behind; the men finished in the order named. The times were: One mile, Neilson, 3m. 43½s.; two miles, Harrison, 7m. 27½s.; three miles, Harrison, 11m. 13½s.; four miles, Harrison, 15m.; five miles, Neilson, 18m. 28½s.; Harrison, 18m. 37s.; Young, 18m. 37½s.

The gold and silver medals offered for the one mile tricycle race were taken by E. P. Burnham and C. F. Haven, the former capturing the gold badge with very little exertion. Time, 4m, 46 1-2s., and 4m. 47 1-2s.

The five-mile amateur race was the last of the day, and brought out eight starters. The only ones among these that any interest centred in were Edward P. Burnham, Whitney, Pitman, and W. W. Finley. The latter is comparatively a new man at racing, so not much was expected of him, but the result proved him a "flier" of no mean material. Pitman, with his customary forethought, was kind enough to set the pace for the first few laps, and in consequence tired himself out so that he was about used up before the finish. After the fourth mile it was plainly seen that the race for first place would be between Burnham and Finley, as Whitney began to show signs of weakening, and on the 18th lap retired. Finley now made things hot for Burnham, and the spurt between them on the last lap was the prettiest of the day, Burnham finishing first by a yard. The times: First mile, Finley 3m. 48s.; second mile, Finley 7m. 29s.; third mile, 11m. 10s.; four miles, Burnham, 14m. 45s.; five miles, Burnham, 18m. 18 1-2s.; Finley 18m. 19s. Pitman came in third; the rest did not finish. The prizes were gold and silver medals of elegant design.

Several bicycle races were held on the Union Grounds last Thursday evening, by the aid of electric lights, and in connection with some foot races. The races were well contested, and, as sporting events, were amply successful, but were hardly profitable financially. The track was in very good condition, and had the light been better, some fast time would undoubtedly have been made. The first event, the two-mile amateur, brought out five starters, C. S. Whitney, F. R. Stahl, J. A. Crosby, J. W. Wattles, and W. W. Finley. The race was between Stahl and Whitney, with all but Wattles close up, the latter bringing up the rear for the whole distance. Whitney, Stahl, Crosby, and Finley finished in the order named. Time, 6m. 58s.

The same men appeared at the scratch for the one mile event, but Whitney and Finley fouled on the first start, and in the tumble which ensued, Finley broke the handle bar of his machine, forcing him to withdraw. When the others were started again a hot race ensued, Whitney again proving the winner by covering the distance in 3m. 29 1-2s.; Crosby, Stahl, and Bryant finished in the order named. Whitney is a member of the Ramblers Club, and at the close of the race received a rousing ovation from members of that organization.

The five mile professional race came next with the following starters: R. A. Neilson, Geo. Harrison, C. J. Young, W. O. Faulkner, J. W. Wilson, and A. Hosmer. The latter dropped out after finishing three miles and two laps; latter Wilson followed him. Faulkner led on the first mile, but was passed by Neilson on the second, who finally won in the good time of 17m. 28s., with Faulkner second, Harrison third, and Young fourth. This was Faulk-

ner's first race as a professional, and he made a gallant struggle for first money.

The Rev. Henry Ward Beecher is about to join the happy ranks of the wheelmen, having recently purchased a Columbia tricycle. Mr. Beecher is enthusiastic on this subject, and expects to have many delightful runs this summer over the smooth roads at his summer residence at Peekskill-on-Hudson. He is 71 years of age, and weighs 220 pounds. He says that he has always kept seven horses, but thinks that with the aid of the tricycle he will be able to dispense with at least two of them.

R. A. Neilson, our crack local professional, has published the following challenge:

I, the undersigned, do hereby challenge either T. W. Eck or W. J. Morgan to ride a bicycle race of five miles, within two weeks of signing articles, allowing expenses, to ride in Boston, or taking expenses to ride anywhere else, and, as an earnest of my desire to do so, I have this day deposited \$25 in the hands of the sporting editor of the *Herald* to bind a match, the challenge to be open seven days for acceptance by either man.

R. A. NEILSON.

Boston, July 5, 1884.

The wedding of Mr. W. D. Wilmot, our champion trick and fancy rider, to Miss Elizabeth B. Hatch, took place last Thursday evening, at the Bowdoin Square Baptist Church, Rev. W. W. Downs, the pastor, officiating. Mr. Harry W. Bean, of Framingham, was best man, and Miss Lillie L. Cook, of Charlestown, acted as bridesmaid. Music was furnished by Otto G. Pfefferkom, organist, and the Commonwealth Male Quartette. The bride was attired in white satin, elaborately trimmed with tea rose buds, and there were many handsome toilettes among the large audience present. The Boston Bicycle clubs were largely represented. The happy couple started the next day for a tour through Vermont and the White Mountains.

The Boston wheelmen who will participate in the Chicago-Niagara-to-Boston tour are: E. G. Whitney and A. D. Peck, Boston Ramblers; C. W. Howard and J. W. Vivian, of the Charlestown Bicycle Club; and Gideon Haynes, of the Massachusetts Club.

Pony Stars are becoming quite popular here, their small size recommending them to timid would be wheelmen.

The Boston Bicycle Club have about completed the wheel room at their new club house. It will be most completely fitted up and supplied with every convenience.

Rev. N. P. Gilman sailed for Europe Saturday, taking with him his Columbia tricycle.

The small cap now worn by the Boston Club is proving too hot for summer wear, and a committee has been appointed to get up some more sensible head gear. It is likely that a helmet will be adopted, made something after the pattern of those now worn by the Massachusetts Club.

Mr. W. B. Everett, of the Boston Bicycle Club, broke the steering gear of his Victor tricycle while recently coasting down Norfolk street, resulting in Mr. Everett being thrown out on the sidewalk; but fortunately he received no serious injury.

The Maverick Wheel Club, of East Boston, are soon to have new headquarters.

The Boston Ramblers held a very pleasant entertainment at their rooms last evening, consisting chiefly of vocal and instrumental music by members and gentlemen friends of the club.

I had a pleasant chat with Karl Kron a few days since. He was here on a short visit, and as full of cycle enthusiasm as ever.

C. S. Whitney, of the Boston Ramblers, is doing some good work on the track, and if he continues to improve as he has of late, by

next fall he will be able to give some of our fliers a close rub. He is said to be but 17 years of age.

Mr. and Mrs. W. W. Stall are very fond of touring round the city suburbs together, the former on a Star and the latter on a tricycle. They frequently make quite extended trips, and last Sunday they covered some thirty-five miles, without Mrs. Stall feeling in the least fatigued.

Once more the League has proved itself of some account. The asphalt paving on Columbus ave. has for a long time been in such a wretched condition as to make it unsafe for wheelmen to ride on it; but now, through the efforts of Consul Whitney, work has been commenced towards its thorough repair.

A new club was recently organized at Lynn, composed of some 50 of the solid wheelmen of the city. The officers are as follows: President, I. S. Merrill; Vice-President, John S. Riley; Secretary, J. H. Sherman; Captain, W. C. Stewart; First Lieutenant, F. F. Richards; Bugler, C. H. Fields.

At a meeting of the Massachusetts Bicycle Club held last Tuesday evening, several new members were admitted, and considerable business of importance transacted. The plans of the new club house, as drawn by Mr. C. F. Meacham, were adopted, and the committee authorized to begin work on the erection of the building at the earliest possible date. It is probable that the ground will be broken by the fifteenth of the present month. When the Chicago tourists reach here from Niagara, they will be met at Clinton by a delegation from this club and escorted to Boston.

Owing to the city failing to appropriate anything for them, the Newton Bicycle Club gave up their annual antique and horrible parade on the morning of the Fourth, and celebrated the day instead by a fishing excursion down the harbor. In former years the Newton Club have stood all the expense of the parade, and as it has always proved the most attractive feature of the day's celebration in that city, there is no reason why the city should not make some appropriation for it.

President C. E. Hawley, of the Capital Club, and Rev. H. D. Weston are both summering at Martha's Vineyard, and daily using their Columbia tricycles.

Mr. C. A. Hazlett, of the Rockingham Bicycle Club, of Portsmouth, New Hampshire, has been elected an honorary member of the Boston Ramblers Bicycle Club, in return for the courtesies he extended the club on their recent Portsmouth tour.

Captain Bondreau, of the Hawthorne Bicycle Club, of Salem, accompanied his club on their run to Boston last Sunday, and while at Chestnut Hill reservoir, did the circuit in the speedy time of 3 minutes 43 seconds.

Dan Canary, the champion trick rider, is expected to return to Boston shortly.

Poor old Pit had hard luck on his trip to Boston this Fourth, having to return home without even capturing a bronze medal. The time has passed, I am afraid, that the old Vet. can have a picnic at races here, even if they are held under the auspices of the city government.

The Cambridge and Charlestown Clubs were entertained by the Marblehead Club on the Fourth.

Mr. John S. Ballow, an attache of the Pope Manufacturing Co., will be married July 9, to an East Boston lady.

League Consul Whitney, elated with his success in inducing the Street Commissioners to repair Columbus avenue, is preparing and will circulate a petition to the Mayor and Board of Aldermen, to have Beacon street and Brighton avenue, between Chester Park

and Cottage Farms, remacadamized. The petition will undoubtedly be signed by many prominent citizens, owners of teams, and by every cyclist in the city.

#### WHEEL RACES.

Elmira Driving Park.—Bicycle races.

Wednesday, July 2d.—Half Mile, in heats.—Won respectively by Hersey, of Elmira, in 1.43 and 1.42. Davenport, of Canton, Pa., second. Handsome medals.

Two-Mile Dash.—Won by John Zimmerman, of Elmira, in 7.31 1-2. Ed. Coykendall, Elmira, second.

Thursday, July 3d.—One Mile, in heats.—Won respectively in 3.27 and 3.26 1-2, by Zimmerman. Coykendall, second. Track poor. L. A. W. rules.

#### THE WILKES-BARRE RACES.

Lee Driving Park was the objective point of many Independence day celebrators yesterday afternoon, the attraction being the races of the Wilkes-Barre Bicycle Club, the preparations for which have been so frequently announced in the local papers. Some 500 or 600 people in all were on the ground. The street cars took many down, the busses and band wagons of the different liverymen took down another large contingent, and not a few drove down in buggies and carriages, as was witnessed by the large number of such vehicles hitched around the hotel. The 2.45 train on the Pennsylvania Railroad also brought many visitors, who reached the park just after the races had commenced. Bicycles and bicyclists were everywhere. Before the races began they thronged the track, while every available post formed a support for two or three machines whose owners were preparing for the races or chatting with their friends who were about to contest. The different clubs on the ground were easily recognized. The Pittstonites wore canvas helmets, with the name of their town on a board band across the front. The Scranton and Binghamton men wore blue cloth caps on which the names of their clubs also appeared, while the distinguishing mark of the Wilkes-Barre boys was their badges pinned on a conspicuous part of their jackets.

Towards three o'clock the referee, judges, scorers, and time keepers mounted the stand, and soon the tolling of the bell called the starters for the first event into line.

A one half mile race for those who never won a prize was the first on the program. This was the only heat race on the list, the prize being for the best two in three heats. On the first heat being called, it was announced that W. H. Hicox, of Binghamton, was not going to start, and without any reference to the judges, C. H. Rogers, also of Binghamton, took his place. No one raising any question, the first heat was run, and Rogers came in first in 1.41½. The other starters were Frank Parrott, Scranton; J. R. Englehart, Bethlehem; C. E. Bertels, Harry S. Houpt, and Richard Jones, Wilkes-Barre; F. C. Reed and W. F. Staley, Pittston; and Theo. L. Welles, Forty Fort. J. R. Englehart took second place in 1.42½, and Parrott came in third. After the heat was run the question as to whether Rogers was right in taking Hicox's place was raised, and the judges ruled against him, thus giving the first place to Englehart.

When the second heat was called Hicox took his place. He took the lead from the start and held it to the finish. During the last 200 yards Englehart drew up to him steadily, and it was the general belief that had the race been 400 yards longer Englehart would have taken first place. Houpt



came in third. Time: Hicox, 1.41½; Englehart, 1.43. The third heat resulted in exactly the same way. Hicox went far ahead in the first half of the distance, and managed to keep his lead to the end, though Englehart would have been close behind had he not slackened off the last few yards. Time: Hicox, 1.40½; Englehart, 1.45. Parrott came in third.

The second event was a half mile race with hands off. The starters were J. A. Merrill, Scranton; W. H. Stone and Fred Smith, Binghamton; and J. G. Carpenter, Wilkes-Barre. J. B. Englehart, of Bethlehem, who had entered, did not start. Ten seconds were allowed the contestants in which to get well started, and at the stroke of the bell at the expiration of that time all hands were taken off the handles of the machines, and the rest of the race run without their assistance. Fred Hines led from the start, and made splendid time. He passed the judges' stand in 1.57, beating W. H. Stone by 17 seconds, although the latter did all he knew how to come up. Jesse Carpenter met with a mishap that threw him not only out of the race, but head-foremost on the track as well. As he was going round the second turn his front wheel struck a soft place, stopped short and Jesse threw a graceful somersault in the air, his machine tumbling over him. J. A. Merrill came in third.

The third event was a mile race, and was contested by six wheelmen: Milton Snyder, of Weissport; J. R. Schlager, J. A. Merrill, and Harry Fillmore, Scranton; C. E. Titchner, Binghamton; and B. H. Carpenter, Wilkes-Barre. The race was a close one and excited much interest. Titchner, however, showed a marked superiority. For the first few hundred yards Snyder led, but Titchner, having overhauled him, took first place and held it to the finish, closely followed by Carpenter. The order at the first half mile was Titchner first, Carpenter second, and Fillmore third. This order was held to the close, the other contestants stringing out in the rear. Carpenter showed staying powers, and in another half mile would probably have taken first place. Time: Titchner, 3.27¼; Carpenter, 3.32.

The fourth event, a half mile race for boys under 15, was contested by William Osborne, Joseph Rice, and George Post, Wilkes-Barre, and John Vaughn, Kingston. Milton Snyder, of Weissport, who stated that he would not be 15 until July 10, but who in stature and muscular development would have done credit to 18, withdrew from the race in order to give the lesser boys a chance. Little George Post, though much younger than any of the others, made a plucky effort, and at first held his own well, but had to give way to the bigger wheels. John Vaughn, who had not designed starting, did not have his machine with him and mounted one which, being several inches too big, was a great drawback to him. But for this, it was generally thought, he would have come in first. Joseph Rice took first place in 2.17, William Osborne second in 2.22. Vaughn was third.

The fifth event, the mile race for the championship of the Wilkes-Barre club, was contested by B. H. Carpenter, C. E. Bertels, and J. G. Carpenter. All three seemed to take things very easily, especially Jesse, who took third place at the start and gallantly held it until Bertels on the home stretch was suddenly seized with an affection of the heart, to which he is subject, and fell to the ground. Willing hands speedily raised him, and in a few moments, with assistance, he was able to walk to the hotel. Meanwhile Harry Carpenter went along and finished the race in 4.08½, Jesse coming leisurely in some 20 seconds later.

A 100 yards foot race was the next on the program, and was stated to be for the championship of Luzerne county. F. M. Heitzman and Alex G. Fell, the Princeton College champion, both of this city, were the only starters. Fell came in first in 11 seconds, with Heitzman some 4 yards behind.

The 100 yards slow bicycle race, the next contest, afforded considerable amusement. There were 7 starters: Frank Parrott and A. J. Kolp, Scranton; W. H. Stone, Fred Hines, and C. H. Rogers, Binghamton; J. G. Carpenter, Wilkes-Barre, and Theo. L. Welles, Fort Fort. The object in this race is to come in last, and the man who can drive his machine the slowest without actually stopping wins the race. Of the seven starters all but Rogers and Parrott had fallen out before 50 yards had been gone over, it being exceedingly difficult to keep the balance when going so slowly. The race then centred between these two, and the victory seemed certain for Parrott, he being several yards behind his competitor when within 20 feet of the finish. But it was not to be, for his wheel striking against a small obstruction he came to a full stop, and of course fell over. The chagrin of the Scranton men was intense when they saw almost certain victory snatched from a member of their club by this mishap, while a broad smile was observed on the faces of the Binghamton boys as their champion, passed the tape alone, having consumed 3 minutes and 9 seconds in getting over the 100 yards.

The final contest, a tug of war, was then entered upon. C. E. Bertels, one of the three Wilkes-Barreans, being unable to run the home club withdrew from the contest. The Scranton club was represented by Harry Fillmore, J. R. Schlager, and J. A. Merrill, and the Binghamton club by C. E. Titchner, C. H. Rogers, and Fred Hines. Although denominated a tug of war, the contest was really a race, in which the winner counted 25 to his club, the second man 23 to his, the third man 21 to his, and so on, the club scoring the highest number gaining the prize. After the most exciting race of the day the Binghamton team won the victory, Titchner coming in first, Hines second, and Rogers fourth, giving them a score of 67. Of the Scranton men Schlager came in third, Merrill fifth, and Fillmore sixth, the score being 53.

On the announcement of the result, the visitors gave three hearty cheers for the Wilkes-Barre club, and spectators and bicyclists made the best of their way home, the latter on their machines and the former by carriage, bus, street car, or on foot.

The home club may congratulate themselves on the very successful day's sport which their first annual races furnished. The most pleasant feeling prevailed on all sides. The audience was composed of representatives of the best families of Wilkes-Barre and vicinity, and most thoroughly enjoyed the interesting contests. It was noted with regret that a number of sports, chiefly from Scranton, in the proverbial high white hat and handkerchief knotted round the neck, attempted to get up some gambling on the track, but we are pleased to record with indifferent success.

The different officers of the day were as follows:

Referee—Col. Geo. Sanderson, Jr., Scranton.

Judges—George L. Mayer, Scranton; Joseph Schneider, Williamsport; J. Ridgway Wright, and E. W. Sturdevant, Wilkes-Barre.

Timers—F. C. Hand, Scranton; S. B. Vaughn, Kingston; E. S. Chase and William Stark, Wilkes-Barre.

Scorers—Charles W. Bixby, Charles E. Morgan, and R. L. Ayres, Wilkes-Barre.

Clerk of Course—E. G. Mercur, Wilkes-Barre, with assistants.

Starter—Shepherd Ayars, Wilkes-Barre.

#### ASBURY PARK AMBLINGS.

Here I am located among the greatest collection of religious enthusiasts in the world. Evident to me though that religion and cycling do not go hand in hand in the present case, the former keeping every one so well employed that no one finds time to care for or attend to constructing such terrestrial affairs as decent roadways.

There was an immense excitement here a few days past, rumors being rife that an enormous whale had been seen disporting itself among and near the bathers. Preparations were at once made for its capture, and great was the sharpening of harpoons, selecting of boats, etc., to that end. At last a man, breathless and bareheaded, rushed up to the headquarters of the valliant band who had sworn to capture this monster of the deep, even if they died for it, and announced that his whaleship was visible. At once all hands rushed to the beach, launched their boat, and soon were afloat, pulling gallantly toward a large black object that every now and then reared its ponderous shape high in the water, and then sank almost out of sight. The faces of all the crew showed that the task they had undertaken was not altogether a pleasant or a safe one. Nearer came they to his piscatorial majesty, supposed to be, when just as the harpooner prepared to cast his deadly weapon into his victim, it turned upon his back and presented to the astonished view of the beholders the face of a man, and that man was T. Hunt Sterry, the proprietor of an immense bicycle factory at Squashville. It was a close call, however, for him, and he now bathes with a bicycle wheel strapped upon the small (?) of his back to prevent his again being mistaken for a blue fish or a porpoise. Perego ornaments the beach in a becoming uniform made up of component parts of the various uniforms of the clubs to which he belongs. Several Star fiends make life unbearable by riding on the wooden sidewalks, to the danger to the life and limbs of every pedestrian there. Knight, of the Essex Club, can sometimes be met upon the sidewalk riding with his arms folded, and other old "chestnut" tricks of the year 1. He has caught all the girls, of course; at least Knight seems to think so, and that goes without question.

The Spedwell Bros. have a skating rink here not very large, but a nice place to spend a few moments when one has nothing else to do. The roads between here and Long Branch are about the average Jersey road for the first four miles, and then excellent for the succeeding, through Elberon to West End. "Tommie" Coulter, proprietor of cafe of same name in 59th street, has opened an excellent place between Penna Club house and West End depot. Cyclists will find here a good stable for storing wheels free, with first class hotel and koerageous accommodations for themselves when desired. So strict is anti-liquor law here that if a man were he to get half drowned in bathing, he would have to be carried way to Long Branch before a drop of liquor could be secured to revive him. A strange division of Sunday is made. Up to 10 o'clock on that day one can bathe, get shaved, etc. but as soon as 10 o'clock is reached, it's a high crime and misdemeanor to even draw your breath, unless in a long drawn and thoroughly religious manner. Result—every one who can gets some sort of a conveyance to Long Branch and there make up for lost time. Railroad

trains are forbidden under any pretense from stopping here upon a Sunday. Do you wonder after statement of foregoing facts that so advanced an institution as cycling does not flourish here? Yet it is a good place to rest and loaf away one's time, and that's what every one here appears to want; but take Punch's advice, my dear reader, and "Don't"—that is, *don't* come down here to ride, because if you do well, you will simply get "STRANDED."

#### DUCKER'S TOURNAMENT.

The programme of races for the tournament of the Springfield Bicycle Club on Hampden Park, September 16-19, was made out yesterday, and is printed in full below. The list is by far the largest ever offered in the world, comprising 34 races, no two alike. Indeed, they are so varied and so carefully classified, that wheelmen of all ages and degrees of proficiency may participate. The standard races are not omitted, but every one will rejoice that the tedious 25-mile processions are not to be forced on the patient crowds this year. There will be no handicaps except in professional races. It will be seen that there are two half-mile races, seven one-mile, three two-mile, four three-mile, three five-mile, and one ten-mile for amateur bicyclists, one each of the one, two, three, and five mile races for amateur tricyclists, one each of the one, two, and three mile tandem races for amateurs. The professionals will struggle in a half-mile unicycle race, two one-mile races, one three-mile, two five-mile, and one ten-mile. The tandem races and that for the unicycle are the first of the kind got up in this country. The plans for the tournament ensure much better results than last year's. The half-mile track will be used, its course being somewhat changed so as to make it a gradual curve all around, with no straight course except on the home stretch. Surveyor Bettes has already staked out the new track, and is preparing estimates for grading and cinder coating, so that bids for this work may be advertised for next week. The course will be fenced throughout, on both sides, so that all interference by the crowd will be avoided. Seating stands will be built at the ends of the oval course, so that from all points a perfect view of the course may be had. The races will begin promptly at 2.30 each afternoon, and will follow each other like clock work. The full programme is as follows:

*First day.*—Three-mile professional race, open to all; ten-mile amateur, open to all; three-mile tandem, open to all; one-mile professional, handicap; two-mile time race, time 6.30; one-mile, 3.20 class; three-mile tug of war; two-mile tricycle.

*Second day.*—Ten-mile professional race; two-mile open; five-mile tricycle; three-mile 9.50 class; two-mile tandem; one-mile professional race; five-mile time race, time 17 minutes; one-mile time race, time 3.22½.

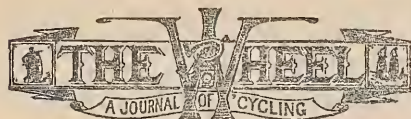
*Third day.*—Five-mile race, 16-40 class; one-mile ride and run race; three-mile open; five-mile professional handicap; one mile tandem; one-mile tricycle; two-mile time race, time 6.37; one-half mile 1.35 class; one mile open.

*Fourth day.*—Five-mile open; one mile without hands; three-mile time race, time 9.50; five-mile open race, professional; three-mile tricycle; one-half mile unicycle, professional; one-mile tug of war; half-mile open; one-mile consolation race.

All races not mentioned as professional are for amateurs. The class races are for men who have never beaten the time given. The time races are an innovation in bicycle tournaments; the plan is that the man who comes in nearest the time specified for each race wins the prize; he may be first or last at the close.—*Republican*.

[If this be the case we advise each man in the class races to attach a watch to the handle-bar of his machine.]





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#### HOW TO RIDE.

Perhaps our readers will speak of the little tale concerning the transportation of the products of the coal mine to the town of Newcastle, and remind us that they all know how to ride, and any remarks on the subject are entirely unnecessary. While we do not propose to dispute this subject with the veteran rider, we would remind him that there are many readers of this paper who have just barely managed to climb into the saddle with safety, and propel their wheels with a moderate degree of speed. These men are usually in search of information, and to them we address a few words of advice.

The lines of the bicycle are mostly curves, which, although they betoken beauty, should not extend to the rider, and the position of the body being perhaps the most important, it should receive the most attention. While in the bicycle the backbone is curved and the forks straight, a reversal of these circumstances on the part of the rider will result in a more graceful attitude. By all means sit erect, at least while riding at an ordinary gait on the road.

As we refer entirely to road work, we will not touch upon racing, which to our mind is an entirely different branch of the sport. The shoulders should be thrown back, with the elbows drawn close to the body, though not necessarily touching it, and to facilitate ease in this position, a handlebar at least twenty-four inches in length should be used. The position of the hands is a matter of choice, and should be occasionally shifted, according to the character of the work. The undergrip is perhaps the most effective for hill climbing, and many prefer it at all times.

Too much attention cannot be paid to the action of the ankle, which should be an independent motion of itself. The novice is apt at first to keep the joint stiff, especially if he wears high shoes, which gives the knees an awkward pumping motion, besides soon becoming tiresome. By depressing the fore part of the foot, and elevating the heel on the downward stroke, and reversing the ac-

tion as the pedal rises, with the ankle joint comparatively limber, the rocking movement can easily be acquired with very little practice, and when once learned will never be forgotten. Strive to acquire "form" in preference to speed. The race is not always to the swift, especially in road riding, and a graceful rider looks better and more impressive than one with his nose on the grindstone. Again speed will come with practice, and the young rider should not be anxious to outdo the veteran.

A surveyor's certificate has been published in a Philadelphia sporting paper, which states that the track used at the recent tournament, and upon which so many records were broken, is of the proper length. As a rule we do not depend upon reports of that nature, unless we receive them direct, and we must require some positive assurance on the part of the League officials, who had the matter in charge, before accepting the times made there as the best amateur and professional records.

#### THE AMATEUR CHAMPIONSHIPS AT LILLIE BRIDGE--June 21st.

The meeting for the decision of the first of the championships, last Saturday, was a decided success, except, perhaps, in the point of attendance. The one mile bicycle and twenty-five miles tricycle championships were decided on the new track at Lillie Bridge, which is four laps to the mile, and was in capital order. The shape is all that can be desired, and it will evidently prove to be one of the fastest in the kingdom. In the bicycle championship record was equaled for the last lap, but it was remarkable for the waiting tactics adopted in nearly all the heats as well as the final; whilst the tricycle championships were productive of fine racing and top speed from start to finish, the record being beaten by nearly 9m. G. Lacy Hillier was judge; Messrs. W. Pye-English, W. A. Smith, R. Todd, and S. Tomkins, umpires; F. Chapman, A. Prout, and A. R. Sheppee, lap-takers; G. P. Coleman, timekeeper; Major General Christopher, C. W. Coe, T. Godlee, and E. R. Shipton, clerks of the course; John Keen, starter, and E. S. Wallis—Roberts, hon. sec. to the meeting. Results as follows:

#### ONE MILE AMATEUR BICYCLE CHAMPIONSHIP.

##### FIRST ROUND.

*First Heat.*—H. F. Wilson, Surrey B. C. W. Brown, and A. W. Whetton not turning up, Wilson walked over in 3m. 20 1-5s.

*Second Heat.*—C. E. Liles, L. A. C. (1); F. R. Fry, Clifton (2). J. S. Whetton did not put in an appearance, and Liles led from the start, and leaving Fry all the way, won by 50 yds. in 3m. 5 1-5s.

*Third Heat.*—H. A. Speechley, Ranelagh Harriers (1); A. H. Robinson, Ranelagh Harriers (2). Speechley hung fire at the start for Robinson to take the lead, which he did at a funeral pace till the last lap, when a good race ensued, Robinson getting the best of it slightly at the corners, but Speechley going by in the straight, and winning by a length in 3m. 22s., the time of the last lap 36 3-5s., being 1-5th short of record.

*Fourth Heat.*—H. W. Gaskell, Ranelagh Harriers. F. L. Adam and C. E. Wadey not turning up, Gaskell was indulged in a walk over.

*Fifth Heat.*—Oliver Thorn, L. B. C. (1); R. Chambers, Speedwell (2); F. Sutton, Edgbaston Harriers (3). Chambers led till half way through, Sutton on his back wheel, and it looked as if Thorn would be left; but at the half distance the Londoner rushed to

the front, and Chambers fell back. Things were going on much the same till the last lap, when all put it on, Chambers having the outside position, and piling it all in. Thorn held his own and won by two yards, Chambers coming up with a fine rush, just getting second by a foot, and securing a mount in the second round. Time, 3m. 3-5s.

#### SECOND ROUND.

*First Heat.*—C. E. Liles (1); H. A. Speechley (2); H. F. Wilson (o). A race for the lead at the start placed the order of running—Wilson, Speechley, Liles; and riding all the way, this order was maintained till the bell rang, and the men had entered the opposite straight, when Liles began to move his legs, and amidst cries of "Keep it up, Charlie," got level with his men half a lap from home, and at the next corner went by them almost as if standing still. Speechley, on entering the straight, put all in, and riding grandly, pulled up a lot of ground; but it was no use, for Liles won by a yard and a half, Wilson beaten off. Time, 2m. 51 2-5s.

*Second Heat.*—H. W. Gaskell (1); Oliver Thorn (2); R. Chambers (o). Thorn, Gaskell, Chambers, was the order at the start, Thorn going to the front with a spurt half a lap from the start. A lap later, however, he changed his mind, and neither of the others caring to take the lead, the pace dropped to a mere walk, until a lap and a half from home, when Chambers piled all in, and a fine race right away to the finish brought Gaskell by half a lap from home, the spurt down the straight ending in favor of Gaskell by a yard, Thorn beating Chambers by a foot for second place. Time, 3m. 14 1-5s.

*Final Heat.*—H. A. Speechley (1); C. E. Liles (2); H. W. Gaskell (o). Speechley, who got into the final as second fastest in the second round, occupied the centre berth at the start, the lead being taken by Gaskell, with Liles second. The pace, however, was slow in the extreme, in fact, a mere crawl, till just before entering the last lap Speechley crept up almost unperceived, and when fairly in the straight shot away at a great pace, closely followed by Liles. Gaskell, evidently caught napping, dropped away a good 15 yards to the rear, and a fine race right away between the leaders landed H. A. Speechley the one mile amateur champion for 1884 by a bare three inches. Gaskell, on the outside, nearly ran into the turf at the corner, but when once into the straight he seemed fairly to lift his machine, and came by hand-over-hand in grand style, breasting the tape a bare yard and a half in the rear, and going much the fastest of the three at the finish. The last lap was done by Speechley in 36 2-5s., equaling record for the quarter. Time, 3m. 30 4-5s.

#### 25 MILES TRICYCLE CHAMPIONSHIP.

There were twelve entries for this, but R. C. Baker, H. N. Corsellis, and R. Cripps proved absentees. The men were started in the following order: W. Bourdon (South London T. C.), P. G. Hebblethwaite (Dewsbury), and C. Hemsworth (Brighton Excelsior), in the first rank; Sid Lee (Kildare B. and T. C.) and P. T. Letchford (Finchley T. C.) next; A. Nixon (London T. C.), G. Smith (Merry Rovers T. C.), and C. E. Liles next; with H. J. Webb (London) by himself in the rear. On the pistol being fired Hebblethwaite dashed to the front, the order at the end of the first lap being Hebblethwaite, Lee, Smith, Liles, Webb, and the rest well up, except Nixon and Hemsworth, the former being a good 80 yards to the bad. At half a mile Liles was leading, and at the end of the first mile Nixon and Hemsworth were half a lap to the bad, with Bourdon

half way between them and the leaders. Hebblethwaite went again to the front in the next lap, but at two miles Letchford was leading, Smith, Webb, Liles, and Lee well up, Hebblethwaite 30 yards in the rear. When nine laps had been traversed Nixon was lapped, and the pace then moderated considerably, Hebblethwaite again going to the front from the rear at 2½ miles. Hebblethwaite and Smith were leading at three miles, and at 3½ miles Hemsworth was lapped. At four miles Bourdon was lapped, all the leaders being in a close string. At five miles Nixon was lapped the second time, the order of the others being the same—Bourdon 1½ laps to the bad, Hemsworth 2, and Nixon 2½. At this point Letchford, who happily was riding last of the line, broke his crank clean off, and though he obtained another machine, and went on when a lap to the rear, he had soon to retire, as the new mount did not suit him, and a lap later Hemsworth missed his pedal at the top corner, and took the opportunity of retiring. A 7 miles Hebblethwaite was still leading, with Webb and Smith next, the leading division going well together, and at 7½ miles Bourdon was lapped the second time. At eight miles the pace slowed up a little, and things got pretty regular for a lap or two, but just before completing the ninth mile, Nixon was again lapped, being then nearly a mile to the bad. The order was the same at 10 miles, Smith spurring to the front just after, but Hebblethwaite soon re-occupied the leading position, and Bourdon was once more lapped at 10½ miles, Webb and Smith taking the lead, and at 11 miles Nixon was again overtaken. Hebblethwaite once more went to the front, and in the next lap Nixon was passed for the second time by Bourdon. The twelfth mile was completed by Hebblethwaite in 42m. 30s., the announcement that they were 6 seconds ahead of record being received with cheers, and the pace immediately quickened perceptibly. At 13 miles Lee ran to the front, just getting the record by a foot, and keeping up the pace, placed a gap of 20 yards between himself and the field. Liles, however, went after him, and a fine race ensued, Nixon being again passed at 13½ miles, when Liles had a lead of 30 yards from Webb and Smith, Lee 20 yards farther off, and Hebblethwaite 50 yards in the rear. At 14 miles Webb had collared Liles, and was on his heels, Smith 40 yards off. From this point the race was not so interesting, as the two leaders continued to widen the gap between them, Webb leading at 14¾ miles—time, 51m. 59s.—with Lee half a lap to the bad. Liles ran to the fore and secured the 15 miles record, but at 16 miles Webb did the same, placing a record to his credit. He held the lead for ¾ mile, when Liles flew away and landed the 17 miles record by 10 yards in seven seconds over the hour, having accomplished about 75 yards short of 17 miles within the hour. At 17½ miles Lee was lapped by Liles, to whom he then stuck, the two leaving Webb for a couple of laps, when Lee dropped back on Webb, and Liles going ahead was soon half a lap to the good, and at 19 miles had nearly lapped Hebblethwaite and Smith, letting them make the running for a lap or two. Some spurring between Lee and Webb at 20 miles served to make matters lively, Webb getting the best of it and drawing away in the end, and Liles once more going ahead accomplished 21 miles in 74m. 33s., Webb just half a lap behind, lapping Smith and Hebblethwaite a lap later. At 22½ miles Liles lapped Hebblethwaite and Smith for the second time, and Webb brightening up, began to pick up his lead, and at 24 miles



Webb lapped Hebblethwaite and Smith, and the latter, quickening up, passed his companion and ran on well into fourth place, Lee, sticking well to Liles, a lap to the bad, Webb a little over half a lap to the bad, this order being kept until the finish, C. E. LILES, landing home the Amateur Champion at 25 miles for 1884 by half a lap, in the record time of 1h. 28m. 58s., Webb fully half a lap ahead of Lee, Smith next, a lap further in the rear, Hebblethwaite 200 yards behind next, and Bourdon, a mile and a half farther off still, sixth. Nixon had retired at 17 miles, being then over two miles to the bad. All those who finished beat Lowndes' record made last year.

LEADER.	TIME.	PREVIOUS REC.
MILES.	H. M. S.	H. M. S.
1 C. E. Liles,	0 3 30	0 3 5
2 P. T. Letchford,	0 6 58	0 6 27
3 P. G. Hebblethwaite,	0 10 31	0 9 45
4 " "	0 14 0	0 13 3
5 " "	0 17 31	0 16 19
6 " "	0 21 2	0 19 35
7 " "	0 24 31	0 22 54
8 " "	0 28 4	0 26 9
9 " "	0 31 40	0 29 23
10 " "	0 35 18	0 32 33 3-5
11 " "	0 38 51	0 37 44
12 " "	0 42 30*	0 42 30
13 S. Lee,	0 46 5*	0 46 40
14 C. E. Liles,	0 49 21*	0 50 37 1/2
15 " "	0 52 53*	0 54 46 1/2
16 H. J. Webb,	0 56 29*	0 58 48
17 C. E. Liles,	1 0 7*	1 2 53
18 " "	1 3 30*	1 7 6 1/2
19 " "	1 7 15*	1 11 16
20 " "	1 10 50*	1 15 24
21 " "	1 14 33*	1 19 36
22 " "	1 18 3*	1 23 42
23 " "	1 21 43*	1 25 3
24 " "	1 25 21*	1 32 14
" "	1 28 58*	1 36 30
Webb,	1 29 17	
Lee,	1 30 41	
25 { Smith,	1 31 47	
{ Hebblethwaite,	1 32 9	
{ Bourdon,	1 36 21 1-5	

Those marked \* are best on record.

Lord Bury, President of the National Cyclists' Union, and his son were present, and took great interest in the proceedings, presenting the medals to the successful champions at the close of the sport.—*Cyclist*.

#### THE AMERICAN HOG.

*Editor of The Wheel:* Something occurred here last week an account of which I thought might interest the readers of THE WHEEL. As Mr. R. H. Horne and another of our Stamford wheelmen were out riding they met with what might have been a serious accident. They had ridden down Canal and turned in Pacific street, and proceeded about one hundred feet, riding in single file, when Mr. Horne, who was leading, was run down by a lager beer wagon. When the collision occurred, he was on the right side of the road within three feet of the curb. He asked the driver to turn out, but he would not, and the whiffletree caught in his front wheel and dragged the machine under the wagon. As the wheel went over, his foot caught between the spokes, and he was dragged about twenty-five feet before he succeeded in freeing himself. If the wagon had been going fast he would probably have had some broken bones, but as it is, he only had his pants torn, one shoe torn off, a smashed wheel (a new \$150 Expert), and numerous bruises. So far he has been unable to make any settlement with the owner of the wagon. If the owner does not settle soon, he proposes to take his case before the courts. The Stamford Wheel Club will support him all they can. His name was to be presented at the next meeting of the S. W. C., and his application was already in. This is the first accident we have had here, and we feel sure that this will turn out all right, as every one thinks the driver was wholly to blame. CONSUL.

#### THE WHEELMEN'S HUMBLE PLEA.

The conditions upon which cyclists have just been admitted to the London parks are worth attention here, where the question is still in dispute. Some of the smaller parks are still kept closed, on the ground that already the traffic is excessive. This is intelligible. But other parks are opened under rules forbidding racing and parades, and providing that cyclists shall use the parks for traffic, and not for exercise. This last is a singular provision to be made regarding premises of which the primary purpose is their use as a popular pleasure resort. We fancy that in practice it will be hard to distinguish between the two, and that every cyclist who enters the parks will do so for purposes of traffic. On the other hand, there is no limitation as to the hours in which the parks may be entered, and there is no requirement that riders shall be uniformed. Thus, Londoners can come into business on their machines and return at night, taking the parks on their way. They are to be seen in Oxford street, and even in the crowded Strand, and the wood pavement from Piccadilly circus to Kensington is a cyclists' thoroughfare not less than Bedford-avenue or the other smooth-paved streets in Brooklyn, where the cyclist is so common that he no longer excites the admiration or, it may be, the derision of the irreverent small boy. There, and in Washington, and indeed everywhere under favorable conditions for the exercise, the cyclist is no longer regarded as eccentric, if not mildly crazy. For instance, Lord Bury, who presented the petition to the London officials, said that the National Cyclists' Union included 300,000 members, and that 10,000 workmen and \$10,000,000 capital were employed in making their wheels. It is, indeed, difficult to say that any reasonable request of so considerable a class should not be favorably entertained. Using this precedent, it may be that our local wheelmen can gain the ear of our Park Commissioners. For this purpose it will be useful to refer to a leading article in the London Times of June 18, which not only favorably comments on the privileges granted, but declares that the wheelmen may fairly ask and expect more.

The number of American wheelmen has not yet reached the imposing figures quoted by Lord Bury. But they are more numerous than most people suspect. The national organization includes 4,250 members, or double the number of 1883. The total number of cyclists is at least six times that. The local contingent is in every way a respectable body of men. There are rash riders—a danger to themselves and a nuisance to others—among them. Their rashness should be restrained by police methods, as is reckless driving. But the genus "rough" is as scarce among bicyclers as the "dude." A "rough" can hire a "rig," get drunk, and run amuck the light wagons on the pleasure drives of the city. But even could a "rough" hire a wheel he could not ride it, drunk or sober. The purpose of this is to argue that wheelmen are numerous enough and respectable enough to entitle their humble petition to a hearing upon its merits. The owner of a wheel must have cash enough to be a tax-payer in one form or another. And a rider belongs—presumptively, at least—to a class which has leisure for its amusements. Why should he not be listened to when he asks for no peculiar or exclusive privileges, but merely that he may use the public roads in a quiet, lawful, and decent manner? That wheelmen frighten only young or unruly horses rests upon two broad a basis of experience to be denied. It can scarcely be contended that the horses of

New York differ from the horses of Brooklyn or of London. Where traffic is excessive, as along the Fifth-avenue side of the Park, wheelmen should not seek to force their way. Their machines are not monstrous, like an omnibus or a beer wagon. But they incur traffic scarcely less. A bicyclist's path is sometimes erratic; owing to the requirements of his balance he is inclined to pick his way, and he cannot quickly start, stop, or stand still. For these reasons he should submit cheerfully to hints that in certain localities devoted to light and speedy traffic his presence is unwelcome. And although, as it seems to us, the parks may well enough be used for exercise, racing rigidly excepted, they should not be opened for learners' practice. Wheelmen should be, as we believe they are, moderate in their expectations, and the authorities might be somewhat more complaisant. There has never been a single public complaint or serious accident to the general public using the New York parks since qualified privileges were given to the cyclists' here. On the other hand, the pleasure resulting is not confined to wheelmen. It must be a cross-grained spirit which does not like to see a graceful rider bowling along on a machine half or quarter his weight, and asking no favors in speed or distance from equestrians. It seems to us that wheelmen's privileges might be gradually extended, at least until the first complaint, well grounded and not merely sour or prejudiced, is heard.—*Times*.

#### A WORD FROM THE WEST.

*Editor of The Wheel:* As you are probably aware, I have left New York, and all kind friends in bicycling, and have settled out here with Mr. W. S. Mulford, of the Morris Wanderers, of Morristown, N. J., to try our luck.

The roads are very good, and Mr. Mulford and myself have enjoyed many a good ride upon our machines in and around town. There are two others here who ride, and we have formed a road club only, but hope to have a regular organized club here inside of a year. We call ourselves the Berrien Springs Wheel Club, and you may rest assured that our wheels are often used. Everybody is very kind to us, and all seem to enjoy watching us when on our machines.

Those who knew me as member of the late Lenox Bicycle Club, of New York, and later as a member of the Ixions, know that I am a lover of the sport, and will believe me when I say that next to my business comes bicycling, and that my aim will be to get the people here so interested that we will be able to take a prominent place in the ranks of Michigan wheelmen.

Trusting that I have not wearied you with this scrawl, and with kind regards to my friends in New York, I remain,

Very sincerely,

R. MARSTON CAMPBELL.

BERRIEN SPRINGS, MICH.

#### ANOTHER CENTURY RUN.

On Sunday, June 1, Messrs. Jno. D. Jr., & J. N. Lord, of Maryland Bicycle Club, ran to Washington and return, distance 88 miles, and then ran out the Pimlico road a sufficient distance to run the record up in the centuries. Any one who has ever traversed the Washington road, via Ellicott City, can appreciate their trip. It can be truly classed as earned century. They started at 4 A. M. and finished by 8 P. M. At the last business meeting of the club Pres. S. T. Clark presented each with a neat little souvenir commemorating their achievement.

#### TRADE NOTES.

The new tool bag by Zacharias & Smith, is a great improvement over the old pattern. It is cut from a solid piece of leather, hand stitched throughout, and strengthened at the flap with a piece of thin brass. On raising the flap, the sides swing out after the manner of the "Don" tool bag, and separate apartments are arranged for the oil can and wrenches. It is sold for \$2.00 and arranged to fit any make of crank machine as well as the Star.

E. B. Hutchinson has issued a catalogue of his cameras which are made especially for the wheelman, folding up into a space remarkably small. He carries a line of necessary supplies at reasonable figures.

H. B. Hart, of Phila., secured more prizes than any other competitor at the recent exhibition. Mr. Hart's numerous enterprises are almost too well known to require mention.

Doughty & Pedersen continue to make medals at 23 Maiden Lane, New York, and racing committees and clubs would do well to see some of their designs before ordering elsewhere.

The Missouri Wheel Co. should endeavor to improve the clip on their latest saddles, as several bad falls have resulted from their slipping. They are exceedingly comfortable, especially on a long journey.

#### FROM THE CLUBS.

HUDSON.—At the annual meeting of the Hudson Bicycle Club, held Saturday, July 5th, the following officers were elected for the ensuing year: Joshua Reynolds, President; C. A. Van Deusen, Jr., Sec. and Treas.; H. R. Bryan, Captain; C. H. Evans, Jr., Lieutenant; C. A. Van Deusen, Jr., Bugler.

C. A. VAN DEUSEN, JR., Sec'y.

#### NEW YORK TO BRIDGEPORT, CONN.

*Editor of the Wheel:* Can any readers of THE WHEEL give information of route and roads, for the whole or any part of the distance, between New York and Bridgeport, Conn., more particularly after leaving New Rochelle? L. A. W. 1242.

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[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar.]

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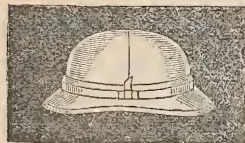


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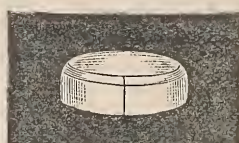
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No. 4.  
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dozen; 2d, \$1.50, \$15.



No. 5.  
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Extra quality \$1.50 each,  
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Ventilated Corduroy Bicycle Helmets.  
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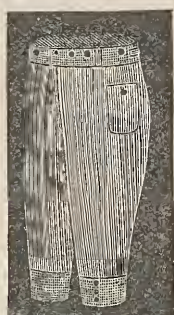
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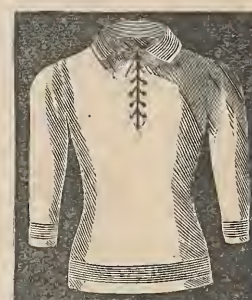
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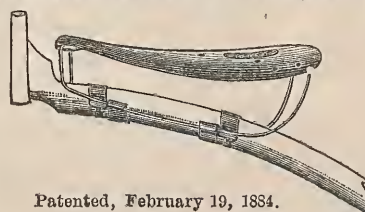
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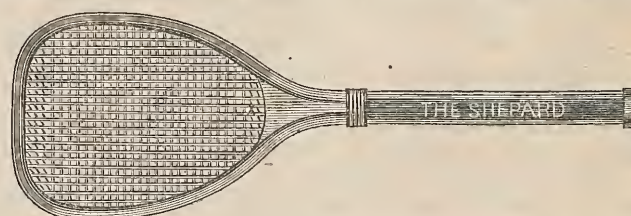
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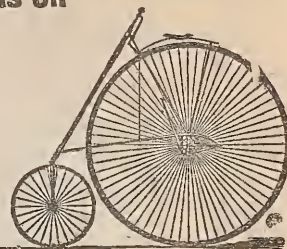
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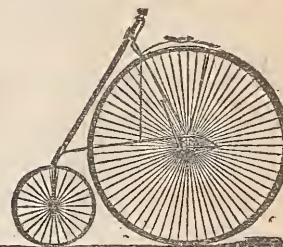
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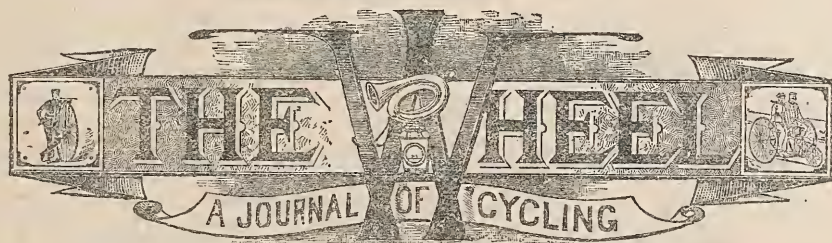
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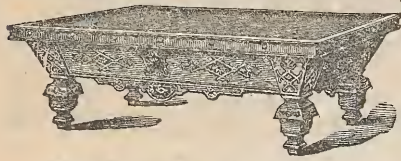


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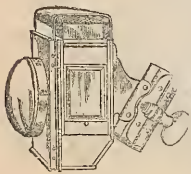
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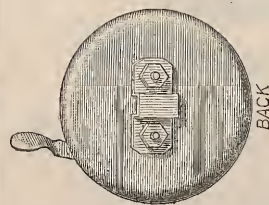
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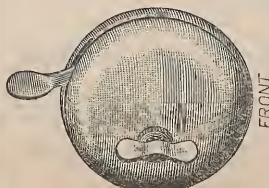
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