

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. V.—NO. 5.—WHOLE NUMBER 109.]

NEW YORK, NOVEMBER 2, 1883.

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WHEEL GOSSIP.

Still in Bed-lam.

We shall graduate to crutches next week.

Robinson, not satisfied with the result of the ten-mile race, has challenged Hendee to ride that distance again at Springfield, November 5th.

Midgley can hardly feel repaid for his trip to Washington, as the records made cannot stand, the track being measured three feet from the pole. When records are to be broken, wheelmen should first see that the track is laid out properly.

In case of tracks, already laid out with the three foot rule, it is very simple to overcome it by driving stakes at the turns, eighteen inches from the pole. This was done in Philadelphia, and was entirely satisfactory.

The New Haven track, which has been questioned, is 12 feet over the mile, measured three feet from the fence. As the grass and turf extend beyond the fence from fifteen to thirty inches, the distance, measured eighteen inches from the edge of the turf, is somewhat over a mile.

The "boys" did pretty much as they pleased with THE WHEEL last week, and it was a genuine surprise when we saw a new department (Editorial Jottings), and the suggestion that we should have a brass band to help us keep awake. We needed no assistance last week anyway.

If every club had such a graphic correspondent as "Aerial," our club gossip would be interesting indeed.

There are a good many wheelmen who can write a good article, if they only tried, and THE WHEEL is always anxious to encourage such.

It was rather a surprise to hear that Stearns defeated Pettus in the two-mile race, at the N. Y. A. C. games, especially in such slow time.

Since his appointment, Mr. Graves has secured rates on the Sound and Hudson River lines and the West Shore and Buffalo road. This brings the League work right home, as regards this city.

Karl Kron is circulating through Canada.

Woodside is terribly unfortunate. In the six-day race at Chicago, he has already a broken arm, and on the first day he was thrown from his machine, damaging him some. On the fourth day the tent fell on him, bruising and skinning him considerably,

Prince is on the war path again, challenging Keen.

How many ways are there to pronounce *Bicycle*? Northern—Bysicle. Southern—Bicycle. Western—Bickickle. Eastern (*i.e.*, around these diggings were *white people* live)—Buysikle

This Saturday afternoon, Hendee and Robinson will finally decide their respective merits in a ten-mile race at Hampden Park, Springfield, Mass.

BINGHAMTON BICYCLE CLUB RACES.

The races of this club took place on the 14th day of October. Wind strong. Track heavy.

Half-mile race (open only to Scranton and Montrose clubs)—Gus. Merrill, Scranton, first; time, 1m. 52s. Harry Fillmore, Scranton, second; time, 1m. 53s.

One-mile championship race for members of the Binghamton B. C.—C. E. Titchener, first; 3m. 42 1-2s. C. H. Rogers, second; time, 3m. 42 2-5s. W. H. Hicox, third; time, 3m. 44s. Fred. Hines, fourth; W. H. Stone, fifth.

Mr. Burt Pressy, of Smithville, N. J., gave a splendid exhibition of fancy riding on a "Star" machine.

Half-mile dash, without hands—B. Pressy, first; time, 2m. 27s. W. H. Stone, Binghamton, second; time, 2m. 27 2-5s.

Three-mile handicap (open only to B. B. C.)—C. H. Rogers (scratch), first; time, 13m. 21 1-4s. Fred. Hines (10 sec.), second; time, 13m. 26s. W. H. Stone (20 sec.) dropped out.

One-mile race (Scranton and Montrose only)—Harry Tillmore, Scranton, first; time, 3m. 55s. Gus. Merrill, Scranton, second; time, 3m. 55 1-4s.

One-mile race (scratch)—C. E. Titchener, Binghamton, first; time, 3m. 30s. B. Pressy, Am. Star B. C., second; time, 3m. 34 1-4s. F. J. Lorber, Cornell College, third. C. F. Frazer, Smithville, N. J., fourth. Frazer led, with Titchener following closely, until the last turn, when Titchener spurted and passed. Frazer followed a distance up the homestretch, and then apparently allowed the others to pass.

Pressy next won the 100 yards slow race.

Two-mile dash—C. F. Frazer, Smithville, N. J., first; time, 7m. 48s. B. Pressy, Am. Star B. C., second; time 7m. 5 1-5s. Harry Fillmore, Scranton, third time, 7m. 55s. Gus. Merrill, fourth.

Half-mile consolation race—F. J. Lorber, Cornell College, first; time, 1m. 47s. Fred. Hinds, Binghamton, second; time, 1m. 52s.

The Kenton (Ohio) Bicycle Club held a meeting on Oct. 11th, which was probably more interesting to the spectators than the account will

be to our readers, as we are unable to get many particulars.

Slow race, 100 yards—F. S. Globe, Springfield, last, 4 m. 41 1-2 s.

Half-mile race—Geo. Kepson, Springfield, 1 m. 42 3-4 s. R. A. Worthington, Springfield, second.

Two mile race—R. G. Knight, Delaware, first; time, 7 m. 38 1-2 s. T. S. Cook, second, by a couple of lengths.

ANSWERS TO CORRESPONDENTS.

Dr. C. T. M., Canandaigua, N. Y.—Correction made in books. Thanks for your kind wishes.

G. C. N.—Have made a note of it, as requested.

Geo. S., Jr., Scranton, Pa.—Have replied to the query

F. C. D., Phila., Pa.—Your many kindnesses are appreciated. Too late to stop.

E. A. D., N. Y.—Thanks for your favor.

J. M. B., Columbia, S. C.—The privilege for League Clubs to hold race meetings without further sanction takes effect immediately. It is not required that the officials should be League members. Blank was forwarded. Observe League Racing Rules.

C. J. K.—Every one thinks as you, and the hangman will find that the noose is now drawn around his own neck.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 42. Total, 48. NEW YORK, Nov. 2, 1883.

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

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

Unattached—6:

- 2724—Alfred Percy, 118 Newgate st., London, Eng.
- 2725—Frank R. Van Tuyl, Box 653 Monmouth, Ill.
- 2726—J. G. Allison, care of "Galveston News," Galveston, Texas.
- 2727—George H. Beebe, Marshalltown, Iowa.
- 2735—D. S. Morgan,
- 2737—Charles Stewart Bosworth, Marshalltown, Iowa.

Conn. Bi. Club—add. 2:

- 2740—E. C. Quiggle, 35 Sumner st., Hartford, Conn.
- 2741—N. K. Morgan, 13 Winthrop st., "

New Haven Bi. Club—add. 1:

- 2742—Hon. H. G. Lewis, New Haven, Conn.

New Haven Ramblers—add. 1:

- 2751—Frank H. Howe, 440 Chapel st., New Haven, Conn.

Unattached—1:

- 2753—Isaac Wait, 362 Whalley ave., New Haven, Conn.

Belleville Bi. Club—add. 1:

- 2754—Samuel T. Greens, Ontario Institution Deaf and Dumb, Belleville, Can.

INDIANA DIVISION—10.

Unattached—10:

- 2758—M. F. Robinson, Indianapolis, Ind.
 2767—George W. Fay, Pittsboro, "
 2775—Otto E. Wintmowd, Flat Rock, "
 2780—Edward L. Wick, Green Castle, Ind.
 2783—Willie Hawkins, Noblesville, "
 2785—H. D. Gray, "
 2797—Hubert O'Brien, "
 2798—Garrick Mallery, "
 2803—W. E. Dunn, "

KENTUCKY DIVISION—3.

Unattached—3:

- 2809—William Marion Forman, Cox's Creek, Nelson Co., Ky.
 2812—Howard T. Rodgers, 199 East Second st., Covington, Ky.
 2817—Arthur L. Thompson, care of Rankin, Snyder, Hardman & Co., Louisville, Ky.

MASSACHUSETTS DIVISION—2.

Unattached—

- 2821—John E. Wood, Beverly, Mass.
 2727—Fred. G. Wright, Box 1227, Springfield, Mass.
 —Chas. H. Potter, 99 Superior street, Cleveland, Ohio.
 —J. E. Savill, 13 Walnut avenue, Boston, Mass.
 —N. H. Van Sicklen, 161 Wabash avenue, Chicago, Ill.
 —Van Dupuy, Box 666 Ironton, Ohio.

'NEW JERSEY DIVISION—6.

Unattached—2:

- 2828—B. W. Franklin, Brick Church, Essex County, N. J.
 2830—William H. Cooper, New Brunswick, N. J.

Aeolus Bi. Club—add. 2:

- 2833—Geo. A. Beckwith, Paterson, N. J.
 2834—John Norwood, Jr., Paterson, N. J.

Plainfield Bi. Club—add. 2:

- 2836—Dr. J. H. Cooley, Plainfield, N. J.
 2838—Clark W. Evans, Plainfield, N. J.

NEW YORK DIVISION—15.

Unattached—8:

- 2839—Samuel W. Thomas, 25 Beaver street, New York City.
 2841—T. Hunt Sterry, 4 East 59th street, New York City.
 2842—L. M. Lawson, Jr., 651 Madison avenue, New York City.
 2843—Mrs. Sarah A. Drewery, Sturtevant House, New York City.
 2844—Will. D. Jacobus, Penn Yan, N. Y.
 2847—Frank Carey, Penn Yan, N. Y.
 2848—William A. Tylers, Rheinbeck, N. Y.
 2849—W. W. Quackenbush, Penn Yan, N. Y.

New York Bi. Club—add. 1:

- 2850—Allen Wheeler, care N. Y. Bi. Club, corner 57th street and Broadway, New York City.

Kings Co. Wheelmen—add. 2:

- 2853—Edward Schwalbach, 172 8th street, Brooklyn, N. Y.
 2852—E. R. Austin, Box 2414, New York City.

Trojan Wheelmen—add. 4:

- 2855—Fred. Derrick, Troy, N. Y.
 2857—Thomas J. Sanford, Troy, N. Y.
 2859—Andrew W. Ross, "
 2860—George Lobdell, "

[The nine names published at the end of last week's list, without numbers, was an error of the compositor; many of them having been published before.]

A SHORT RUN OF THE E. B. C.

We had been trying for some time to take an all day (24 hours) run. October 20th was the first day set, but at 12:30 A.M., the time we were to start, it was raining hard; the 23d was the next day set, but rain again interfered; so we gave it up. But some of us were not to be discouraged: so six of us resolved to take a short ride on Friday, October 26th; it rained in the night, but at six A.M. the roads were in fair condition; so at six twenty-five A.M. we wheeled out of headquarters, headed for Towanda, Pa. We rode six and a half miles to Wellsburg and stopped for breakfast; it began to rain as we were leaving, but we pushed on, crossing the river to

Lowmerville and thence to Waverly, nineteen miles from Elmira. It had been raining quite hard here and was quite muddy, so we were glad to take the sidewalk, which we kept to Sayre, Pa., and thence to Athens, Pa., a distance of five miles and good walks all the way; this put us in good spirits after having such heavy wheeling. Soon after leaving Athens it began to rain, and three of us took possession of the front porch of a farm-house for shelter; the other three, who were a short distance ahead, found shelter in a cider-mill, where they had to stay forty minutes: but then new cider is not very good. When we came along, we got off just to see what was going on, but only tasted of the cider; as the man in charge was so gruff, we concluded he thought the first division drank enough for all of us; and I guess they had, for something braced them up so much that they reached Towanda thirty-five minutes ahead of us. The road from Athens to Towanda, on the east side of the river, is nice; only two or three hills to climb and several nice ones to coast; as we came to the top of one of these, our Jewel(er), who was ahead, threw legs over handles and started down and was soon out of our sight. Just as we reached the top of the hill, an old farmer, who was watching him, yelled out, "O gee, see him go!" and sure enough jewelry had at last taken a tumble (header), and was at last down to hand pan; but it soon picked up again and was as good as new, with the exception of a bent handle-bar. We wheeled into Towanda at three P.M. in a shower, and, when we dismounted, you could not see our machines for the mud, and our shoes had a good thick government polish. We found the advance guard had not been idle, and dinner was ready for us, and as we had had nothing to eat since seven A.M. and it was now three-twenty P.M., we were all slightly hungry; but half pound roast beef, half pound roast pork, and half pound fish, sixteen pieces celery, dish tomatoes, dish corn, two dishes potatoes, two cups of coffee, two pieces of pie, nuts, apples, etc., were enough even to satisfy the hardware man or near enough; so he was ashamed to ask for more pie, and our worthy Pres't had to do it for him.

We were on the road eight hours, two of which were spent getting breakfast and in various places for showers, thus making our riding time six hours, and the cyclometers registered forty-one miles, very nearly seven miles per hour, which, considering the mud, we think very good time. We returned on the cars, reaching here six P.M., having spent a very pleasant day in spite of the rain, and I do not know of a better forty mile ride than from here to Towanda, Pa., or a better place to get dinner when you are hungry than at the Ward House, Towanda.

Vours, etc., CAPT. KID.

LAMENT OF BRITISHER.

NO. II.

O brethren of the "wheel," I'll sing
 You yet another song;
 I do assure you that it will
 Be neither short nor long;
 For my mind is fairly flummoxed,
 And scattered near and far,
 By the anti-human instincts
 Of that — Yankee Star.

I seriously had thought of steering
 Eastward my canoe;
 For I'll tell you what's a secret now
 To all but me and you,—
 Since the day I dined on saw-dust,
 Near Tomkin's Toy Bazaar,
 Why Mary's cut me just as I
 Cut that — Yankee Star.

She cut me dead, I do declare,—
 For what I do not know,
 Except for having made myself
 A handle-bar-numbered show.
 Or, perhaps, because I cut myself,
 For this confounded scar

Is a legacy from riding on
 That — Yankee Star.

And now there comes, to cap my woe,
 The story swooping down,
 That a "Star" at Philadelphia
 Nearly grabbed the victor's crown.
 After hopping round at Springfield
 In a way that dashed afar
 My hopes of what would happen to
 That — Yankee Star.

Not satisfied with having made
 Me court a "Gibson" keg—
 For physie kept—it's busted now
 Another fellow's leg.
 And I'm told that Hendee'll have to hire
 A Pullman Palace Car,
 Or pedal like Old Nick to beat
 That — Yankee Star.

And next the pesky thing will shoot
 Across Atlantic's wave,
 And influence some noted cracks
 To court an early grave.
 O "darn it all," as Shakespeare says,
 It's going quite too far,
 When legs and records both get smashed
 By that — Yankee Star.

I'm going straight to Westminster;
 The "grand old man" * shall hear
 What Liberal views have done for wheels;
 You bet he'll quake with fear,
 And he'll call a Cabinet Council,
 And he'll publish near and far
 That the country's goin' to "bust" upon
 A — Yankee Star.

SAME "FELLAH."

* Mr. Gladstone.

THE EDITOR'S ALBUM.

In THE WHEEL of October 26th we hinted that we should be pleased to exchange photographs with any League member; and as several have accepted the invitation, we would further suggest that they inscribe their name and address on the back of the card. We take pleasure in acknowledging the following:

Ex-Pres. Chas. E. Pratt; Pres. N. M. Beckwith; Vice-Pres. W. H. Miller; Treas. W. V. Gilman; Chief Consuls, Al. Trego, Stephen Terry; Representatives, Geo. D. Gideon, A. G. Coleman; Div. Sec'y, V. M. Haldeman; members, Frank J. Pool, Chas. W. Minor, S. Conant Foster, Raudolph Hurry, Fred. A. Coleman, H. S. Jones, M. E. Graves, C. J. Howard, Louis Sledge, N. G. Crawford, and L. W. Seely.

A PROTEST REJECTED.

Mr. F. Jenkins, Cor. Sec. L. A. W.: The Committee on Membership, having duly considered the application of Mr. Adolph G. Gruendler, of Hartford, Conn., for membership in the L. A. W., and the objections thereto, are of opinion that he should be admitted, and accordingly so decide.

For the Committee,

S. TERRY, Chairman.

HARTFORD, CONN., Oct. 23, 1883.

THE RIGHT TO THE ROAD.

Editor of the Wheel: Learning that a wheelman was arrested in Rome, Georgia, recently, for riding a wheel through the streets of that town, I addressed a letter to W. H. Atkins, Esq., manager of the Western Union Telegraph Office there, and the gentleman referred my communication to Mr. J. G. Pamey, a wheelman, who has written the following letter, which may prove of interest to the many readers of the WHEEL:

"SOUTHERN EXPRESS COMPANY, }
 ROME, GA., October 20, 1883. }

"DEAR SIR: I am respectfully referred to you by Mr. W. H. Atkins, here, for the purpose of answering your letter in regard to the case in our city court against a bicyclist. The mayor of our city instructed the chief of police to keep bicycles off the streets of Rome. A young gentle

man (a bicycler) was notified of this by the police, and did not heed the warning. He rode, as usual, on the sidewalk, and was brought before the mayor, and fined \$2.50 and costs. He paid the fine for riding on the sidewalk.

"Now, sir, I think the council has a right to keep wheelmen from the sidewalk; but do you think a mayor of a city can keep such off the streets? How is the law on the subject?"

"I am a constant rider of a 50-inch wheel, (and an 1883-er). I expect to take a spin of 32 miles to-morrow. I have been notified to keep off the streets, some two weeks since, but do not stop 'worth a cent'."

"I shall be pleased to hear from you."

"Yours, respectfully,"

"J. G. PAMEY."

There is some consolation for our "Pit," of the Ixions, to know that he is not the only "martyr." He, as you are probably aware, was arrested by the police no less than three times in one day, while riding the wheel through the streets of your city. That was in the autumn of '78. But now! Central Park, the only barrier to the wheelman's full freedom and happiness, will, I trust, be open to you soon.

Here, in Nashville, we are fast running down the prejudice against the wheel. It was rumored that one of our favorite turnpikes would be closed to wheelmen; and when approached on the subject, the directors informed several of the club that they had no such intention, nor would they do such a thing under any consideration whatever.

Fraternally,

L. N. JESUNOVSKY,
Secretary and Treasurer, N. Bi. C.

NASHVILLE, TENN., October 23, 1883.

OID WHEEL CLUB.

The races of the above club, postponed from October 6th, were held at Ovid, Michigan, October 12th.

Track, 2 laps to the mile, wet and soft from recent rains.

Half-mile Championship of State—F. M. Harner, Detroit, first; time, 1m. 55s. Chas. Kudner, Detroit, second; time, 1m. 58s. Chas. A. Conover, Coldwater, third; W. C. Marvin, Ovid; H. Tillotson, Ovid.

One-mile Championship—H. E. Baldwin, Ovid, first; time, 4m. 14s. F. M. Warner, Detroit, second; time, 4m. 18s. B. J. Halcombe, Detroit, third.

Five-mile Championship—H. C. Baldwin, Ovid, first; time, 20m. 5-1-2s. H. Tillotson, C. A. Conover, Coldwater, third. W. H. Burnham, Maple City Cyclists.

Half-mile Race (for those who had never won a race)—F. H. Tregaskes, Detroit, first; time, 2m. C. Parmely, Owapo, second. J. H. Robbins, Owapo, third. L. C. Fink, Detroit, fourth.

Half-mile Race, best two in three heats—H. Tillotson, Ovid, first; time, 1m. 58 3-4s., 2m. 1-2s., and 1m. 59s. Chas. Kudner, Detroit, second; time, 1m. 58 3-4s., 2m. 2s., and 1m. 59 1-2s. C. A. Conover, Coldwater, third.

Half-mile, without hands—W. C. Marvin, Ovid, first; time, 2m. 12s. L. C. Fink, Detroit, second. C. E. Dudley, Detroit, third. F. H. Tregaskes, Detroit, fourth.

One-mile Consolation Race—B. J. Halcombe, Detroit, first; time, 4m. 25s. W. H. Burnham, Maple City Cyclists, second; time, 4m. 37s. C. E. Dudley, Detroit, third.

Slow Race—Won by C. E. Dudley, also fancy riding. Double fancy riding won by Dudley and Fink.

The Danbury Agricultural Society, held a fair on October 5th. The wind blew a hurricane, making fast time impossible. The solitary race of one mile was under the management of the Pequonock Wheel Club. The track was of earth and soft; 2 laps to the mile, measured 3 feet from the pole.

One-mile Bicycle Race—Glover E. Sanford, first; time, 5m. 55 1-2s. Albert A. Stanton, second; time, 3m. 58s. E. J. Morgan, W. M. Richardson, R. M. Fairchild, J. G. Irving.

THE DRESS OF THE FUTURE.

"Knee-breeches?" ejaculated George W. Matthews, yesterday. "Of course I favor them, just as everybody else should. They're coming into use, too. You can't expect a radical change like this to work in a minute, but it is gradually catching on. I have orders for a good many suits, to be worn at receptions and parties. By suits I mean the regular Court of St. James's costume—black broadcloth dress-coat and knee breeches, black silk stockings, low shoes and buckles."

"How do tailors stand in other cities on the knee-breeches question?"

"Well, they are divided; but the idea is gradually growing. By next winter the trade will generally advocate it. Why shouldn't they? Did you ever see a homely boy look well in trousers, and did you ever see one look badly in knee-breeches? Then good thick woollen stockings would be warmer than trousers."

"But I thought you advocated knee-breeches for dress-suits only?"

"I don't advocate anything. But the knickerbockers are coming for street wear and everything else. You see when the dress-coat goes out of style—"

"What?"

"Why, the present claw-hammer coat is going to follow the trousers, just as sure as the world. The dress-coat was brought into use when gentlemen wore swords. Its days of usefulness are now over, and it should be relegated to waiters and servants."

"What will succeed it?"

"That is hard to tell. Probably a coat similar to those worn by our ancestors, which cut away gracefully from near the neck. But the dress-coat of the future will not be of a stereotyped pattern. There will be much variety. All colors will be utilized. One's taste will be given more play. This idea is taking hold wonderfully in Paris. The thing has gone so far that a lady sends with an invitation to her party the color she wishes each gentleman to wear. You can imagine how much better a roomful dressed in that style looks than a lot of men gotten up like so many images, exactly alike. Even the conservative English are beginning to ask for the change. The Prince of Wales favors it heartily."

"But won't the dudes hate to show their calves?"

"Why, bless your body, men's legs are larger to-day than when knee-breeches were the rage. People do less and feed better than they did then. Hence they are better developed. There were lots of men in the eighteenth century whose shanks were thinner than mine. And yet they were not ashamed to wear knee-breeches. Trousers are already discarded by base-ball players, bicyclists, and all athletes. And how they glory in their knickerbockers! Oh, I tell you they must come. Drop in by-and-by and see the new plum-colored suit which I am getting up to wear to receptions this winter."—*Chicago News*.

We take great pleasure in announcing the following notice. It shows that wheeling is patronized not only in the Northern States and the

West, but also in the far South. We hope the meeting will be a success.

COLUMBIA, S. C., Oct. 1883.

Editor of the Wheel: The Bicycle Races, to be held in this city November 14th and 15th, have been arranged as follows:

FIRST DAY.

One-mile race—First prize, gold medal, valued at \$25; second prize, "King of Road" lamp, \$6.

Three-mile race—First prize, gold medal, valued at \$30; second prize, ball bearing pedals, \$14; third prize, silver goblet, \$5.

One-mile race (Columbia Bi. Club only)—Prizes, gold and silver medals.

SECOND DAY.

Half-mile race, in three heats—First prize, "K. of R." lamp, nicked, valued at \$9 50; second prize, cradle spring, nicked, \$7.

Two-mile race—First prize, silver pitcher, valued at \$25; second prize, gold-head cane, \$10; third prize, pair bicycle shoes, \$4.50.

Consolation race, one mile—First prize, gold pen case, valued at \$6; second prize, cyclometer, \$4; third prize, L. D. saddle, \$4; fourth prize, automatic alarm, \$3; fifth prize, "Don" tool-bag, \$2.25.

These races will be run under the Rules of the League of American Wheelmen. No rider will be allowed to enter for more than two races; entrance fee to be fifty cents. Any rider winning a prize in any previous race will be excluded from the Consolation Race. If any wheelman who has not received our circulars will notify us, we will be glad to receive his entry. You are requested to notify us at once which races you wish to enter, as entries will positively close November 10th.

Address Secretary Columbia Bi. Club, Box 204.

Respectfully,

M. H. BRENNEN,
G. M. BERRY,
C. CRONENBERG,

Committee.

J. M. BATEMAN, Secretary.

A SYMPATHIZING CONTRIBUTION.

Mr. Fred Jenkins: I learn with regrets your accident on the wheel, and can thoroughly sympathize with you, as I have been there myself, for twelve weeks with a broken leg from the Bi. Still we ride and enjoy it as much as ever, and succeeded last week in winning a gold medal in a half-mile handicap of local interest. We are having some fine weather here for riding, and the beautiful moonlight nights call out a dozen flyers who recklessly ride these hilly ranges without a dismount. We have thirty-four active members in our club, and have procured a janitor, new stove, etc., and the rooms will be the popular resort for the winter evenings.

We anticipate joining the L. A. W. as a club in the spring, and making the necessary change in constitution and by-laws. We have missed the valued WHEEL, when tardy of late, very much; and regret its embarrassment, and wish for it a bright future. We note with much pride the action of the racing board, at Philadelphia, regarding Article 4th, and congratulate you on the stand taken, which, in our opinion, will aim to keep bicycling above the average athletic sports, as taken by professionals.

Wishing you a speedy recovery, we remain,

Respectfully,

L. L. ATWOOD, Sec. B. C. W.
PITTSFIELD, Mass., Oct 23, 1883.

The "veterans" of the Massachusetts Club think that the members of the Citizens' Club have improved wonderfully since the visit of a

year ago to Boston. They took runs (and hung close to President Williams' wheel too!) that they could not have covered on their first visit; and during their stay in Boston they made their reputation as road-riders. Almost every moment of daylight, not needed for eating purposes, during the three days was spent on the wheel.

The Boston men sadly miss Dr. Beckwith's society, and the Reverend Dr. Brown's, and the stirring sounds of Oliver's bugle failed to awake the echoes as the Massachusetts Club and their visitors wound in and out over the superb roads of Eastern Massachusetts.

Do we any of us realize how rapidly the tricycle is making its way? Almost every run of any of the leading clubs now has at its tail end a tricycle detachment—and they are not so very far behind at the finish either. Who knows how soon "the tail may wag the dog" in some of our clubs?

Corey, of the Massachusetts Club, would have been the hero of the hour again, and the long distance champion road-rider, if, unbeknown to him, the Lawrence men had not made such wonderfully good use of the same twenty-four hours. We can imagine them meeting on the road, each blissfully ignorant that the other party was anything more than an ordinary touring one.

The bicycle is gaining quite a foothold in Chili. A couple of Chilean gentlemen recently paid a visit, to Boston, and while in that city purchased an Expert and two Standard Columbia bicycles from the Pope Manufacturing Co., which machines have been shipped to Talcahuam.

The general popularity of the bicycle is well attested by the number now offered by leading publishers as premiums for new subscribers for their respective publications. The Standard Columbia appears to be the one most preferred by publishers as an attractive incentive by which to increase their subscription-lists.

League of American Wheelmen.

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

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

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

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

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

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

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NOTICE TO BICYCLE CLUBS.

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

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

NUMBERS ON MEMBERSHIP TICKETS.

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

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

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash; St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandavia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia; Chicago & Atlantic R'y; Missouri Pacific; International & Great Northern; Texas & Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; St. Louis, Alton & Terre Haute R'y; New London and Northern; Portland & Wooster; Louisville & Nashville; Atchison, Topeka & Santa Fe; Chicago, Rock Island & Pacific (by special permit only. Address J. D. Marston, General Baggage Agent, Chicago. Chicago & Northwestern (by special permit only. Address N. A. Phillips, General Baggage Agent, Chicago.

TRANSPORTATION CHARGES.

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

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

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

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

AN EXPERT'S OPINION OF THE EXPERT.

A leading and all-important question with nearly every pedal pusher is, "What is the best mount made for practical, all-around service over ordinary American streets and roads?" Which same it is much easier to propound than to reply to. A certain make of machine in one locality may be the favorite with all riders, on account of its rigidity, staunchness, and beauty; while at another place, not far removed, the same bicycle may gain a reputation for looseness, frailty, and general debility, and become as much disliked as is the "American Star" in Medina. Why? Because in this great and glorious new country of ours it is almost impossible to find a single highway over which one may ride a hundred miles without becoming acquainted with at least a dozen different kinds of road. And a bicycle that may prove itself to be a reliable roadster over the proverbially perfect roads of Massachusetts, might become well-nigh worthless after having been ridden a few hundred miles over the macadamized hills of Eastern Ohio. Another reason why it is impossible to judge of the relative merits of two bicycles when they are tested at localities remote from each other, is that there are no two riders in the entire country who hold exactly the same opinion in regard to what constitutes a good or a bad road.

The writer always thought that the roads centering in his native village were without a parallel in the country for unconditional cussedness, and has been so assured by visiting wheelmen from more favored localities. But it was recently his misfortune to pass over twelve miles of what had once been a worn-out plank-road, to which his accustomed paths were as new concrete to cobblestones. This road one of the party—a Chicago Boulevard rider, by the way—had assured us we would find to be equal to the ordinary good American road.

But to return to machines. In order to fairly and thoroughly test two or more bicycles, and discover their peculiar excellences and defects as compared with their fellows, it is necessary that they should be used over the same track and at the same time. A capital opportunity for doing this was afforded on the Canadian tour of the Chicago Club, which took place last summer, and in which the writer participated. Therefore, with the hope that some would-be purchaser may be benefited thereby, a short account of how the various "breeds" of wheels there represented stood the 350 mile ride is here jotted down.

There was one S. H. F. Premier in the party. This stood the first two days' knocks very well, but on the third day out the poor thing broke its neck. The H. H. and C. patent double-action spring, also on this machine, would, it was observed, frequently come apart, and the rider, with the saddle, be unceremoniously dumped.

One of Clark's new American Sanspareils, a 56-incher, proved itself to be a strong and substantial machine, and to judge from the jarring noise and rattle of the spring and rear-wheel bearings, it was unceasingly voicing its claims to public attention. It would be a much more desirable wheel if improved in these respects, and if made with stiffer front forks.

A new 57-inch Yale Roadster was the lightest wheel along, and perhaps also the most uncomfortable mount. The rider complained of excessive vibration, and it became plainly apparent that a 38-pound machine is by no means so desirable for practical road purposes as one seven or eight pounds heavier. It may be mentioned in connection with the Yale that the elliptical backbone—receiving only a moderate blow from a somersault in the sand—was sprung in beyond the tire of the front wheel, a failing from which it is generally supposed this form of perch is free.

The one Special Columbia, notwithstanding

its alleged weak head, stood the trip as well as any machine along. One of the handle-bars, however, was broken.

The Hollow-forked American, the machine Clark has brought out in competition to the Standard Columbia, exceeded the expectations of several and earned for itself the reputation of a first-class roadster by coming through scatheless.

The Matchless was represented by a very poor specimen—one that was old and well-worn before leaving Detroit, and which, by the time it reached Buffalo, was so completely used up that it was consigned to the grave, in the shape of a junk-shop; or, more truthfully speaking, was advertised as being "For Sale, Cheap."

The Stanley had not a fair chance to show itself, as the machine and its rider, for the most part, made the trip in the "Ambulance." From what was seen of it, however, it was not considered much of a machine, except, of course, by its owner, who wanted to sell it.

One of the new Special Harvards was along, and behaved itself so well as to win good opinions from all, as did also the three American Clubs.

Of the two H. F. Harvards, one gave so much trouble to its rider from the loosening of one of the cranks as to render it an annoyance and a nuisance nearly the whole time. The other reached Buffalo in almost perfect condition, the only thing wrong about it being the noisiness of the ball-bearings, which being practically unadjustable, will wear loose and rattle.

Though the two American Stars were both mounted by first-rate riders, they could not always keep up with the crank machines, and many hills that were ridden upon the latter had to be walked by the "Star" men.

A fifty-six inch D. H. F. Premier made nearly the entire trip in the ambulance. A handle-bar was broken on the forenoon of the first day out, and the owner did not care to have it repaired.

A fifty-three inch D. H. F. Premier rode all right until Buffalo was reached. Here, one of the tubular front forks was broken, done, no doubt, by a severe fall the machine received from the rear wheel tire coming off while the rider was speeding.

The two other Premiers, fifty-four and fifty-six inch wheels, both came through without a scratch, the smaller one especially carrying itself so steadily and smoothly while upon the road as to impress all who rode behind it with the fact that a well-made Premier makes a very satisfactory mount.

There were seven Standard Columbias in the party. The riders of two of these, forty-six and forty-eight inch wheels, were very much annoyed by the frequent coming off of the front-wheel tires. They will neither of them hereafter invest in a machine with V rims—which have been wisely discarded in the improved Standard. For the delectation of Karl Kron it may be here observed that the forty-six inch machine kept up with its larger brothers very well, and ascended the hills with less apparent effort on the part of its rider.

The Expert, of which machine there were fourteen, gave the most complete satisfaction, and considering everything was proved to be the staunchest, by far the most rigid, and undeniably the best-adapted wheel for the purpose (viz., practical road riding) of any bicycle ridden on the Canadian tour.

The two 60-inch wheels were both Experts, and the fact that neither of these gave any trouble on the trip (excepting in the matter of a handle-bar and a pedal-pin, which were broken on one of these) speaks volumes for the excellency of this wheel.

So far as the writer's observation went, of the twelve Experts that reached Buffalo (the riders of the other two had to return home before finishing the trip), not a single one was any the

worse for the wear and tear of the past two weeks, and on actual examination they all appear to be as sound and staunch as they were at Detroit. With the exception of broken handle-bars and pedal-pins, the only mishap to an Expert was the buckling of the rear wheel of a 52-inch machine, which was restored to its original shape without trouble. The steel feloes used in last year's Expert were too light, and frequent complaint has been made of the tendency of these wheels to buckle. The feloe used on the new Expert is about one-third heavier than that on the old model, and the writer has yet to hear of the buckling of an Expert wheel as now made. The bent handle-bars on the Expert (of which three were broken) are the only things about it that appear to be mortal. These break on the slightest provocation, and are the most unreliable ones made. The construction of the ends screwing into the head will have to be changed in order to make them strong enough to depend upon, for as now made the place where the most strain comes is the weakest. The writer was once coasting a hill, with legs over these bent bars, when one of them gave way, causing a terrible tumble and resulting in a forced, hasty, and indigestible repast on Ashtabula County sand, with "Balsamic Court Plaster" as dessert. And all this because the bar was not stout enough to bear the weight of his right leg. However, candor requires this addition, that attached to the leg was a well-developed Chicago foot.

The Expert front forks are the most rigid, substantial, and aye, the most beautiful of any on any bicycle that has ever appeared in this country. For the rider of an Expert knows that the forks are to be depended upon in any and all emergencies, and that while they may appear bulky and even clumsy to the eyes of one accustomed to the slender (but alas! shaky and flimsy) forks of the Standard Columbia, there is not a single ounce of metal wasted in their construction. There is no other machine made in which so little "give" is noticeable in the forks, when the wheel is firmly held and power applied at the ends of the handle-bars, and none on which one can so safely and easily pull oneself out of ruts and over obstructions.

The large one and a half inch backbone used on the latest Experts is so nearly perfect, as respects weight, contour, and strength, as to be without a superior, and none of the elliptical or oval perches are more rigid. This can be proven, and proven in this way only, by testing them together. The writer has done this, and finds that in a dozen different makes of the highest class roadsters (including the Yale, Sanspareil, Harvard, Shadow, Challenge and Club), when the backbone and feloe are grasped in the hands and forced toward each other, in none is there less noticeable approach than in the Expert.

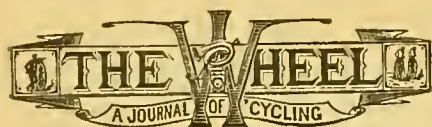
But while it is his firm belief that the Expert is equal to any bicycle in the world for general excellence, and that American riders are to be congratulated upon having a home-made machine not surpassed by any foreign wheel of the highest class, he does not think it is perfect nor yet quite so good as it might, could, and should be. If it had double section hollow rims, lighter spokes, and hollow (not semi-hollow or "shell-back") rear forks, it would be the staunchest, easiest riding, most rigid, and unquestionably the most desirable bicycle in the world, or at least in the opinion of

HANNAH C.

CADIZ, OHIO, 10th September.

CONSULS APPOINTED FOR OHIO.—Northern Division, Alfred Ely, Jr., Representative. No. 16, Richmond, E. R. Cook; 17, Mt. Vernon, W. H. Disney; 18, Canton, C. S. Cook; 19, Newburgh, A. S. Hathaway; 20, Findlay, Dr. Jacob H. Boyer; 21, Elyria, Fred. W. Smith; 22, Massillon, H. B. Coleman.

H. S. LIVINGSTON, Chief Consul.



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

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45 West Thirty-fifth Street, N. Y.

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To League Members and Correspondents.

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

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is 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 firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

THE TWO GREAT MEETS.

The Annual L. A. W. Meet, for the purposes of a convention, a parade, a banquet, and a widened social acquaintance, has become an established institution. Its values are more apparent every year. The last one, held in New York City, may be taken as the subject of a brief review, not because it differed in character from those which preceded, but because the memory of it is still fresh. It brought together about nine hundred wheelmen, from nearly every section, and fairly representative. There was the usual convention for adjustment by popular vote of the general policy and constitution of the League. There was the parade of eight hundred and seventy-five marshaled wheelmen, with its interest and influence upon the clubs and the membership, and the general body of wheelmen, and its imposing illustration of the character and force of the organization for the general public. There was the banquet, where nearly five hundred wheelmen and distinguished guests partook together of physical and social refreshment, and enjoyed as well as displayed that "feast of reason and flow of soul" which also strengthened the individual

affection and popular respect in which the cause of wheelmanship is held. Nominally confined to one day (its events will probably be hereafter distributed to two days), it really extended to three; and the whole time was made valuable by mutual acquaintance and friendships and by incidental pleasures, including runs, club-room visits, comparison of experiences, and observation of machines and methods of using them. It was a quiet, intelligent, inexpensive, thoroughly amateur affair throughout, participated in by every age and class, with nothing that any one might hesitate to be identified with, and for no pecuniary profit to anybody. It occurred at the end of spring, when wheelmen have well begun the season's riding and enthusiasm is rising with the thermometer. It is movable in locality, and forms an historical event and a fine local impulse in any place where it occurs.

Of a somewhat different and supplementary character was the Springfield Meet in September. This latter was essentially a race meeting. Its prime necessity was found in a good track; and its next in good management of the peculiar kind required. It was planned for three days, by private or limited enterprise, and the elements of business were nowhere absent. It brought together a large number of wheelmen, including "the boys," and by elaborate advertising thousands and thousands of the general public were drawn to it, and they were held by a strong interest. There was some parade, more fancy riding, and a large amount of racing—in which records were lowered and genuine sport enjoyed. The races—kept free from many things that usually attend sporting events and prevent many from attending them—showed how much more elevated and exciting bicycling can be made and is than horse-racing was or is. Here, too, was tenting, a ball, somewhat of exhibition and advertising, and all through it a great deal of "good time."

So different in character were the two events. One of them was a fraternal gathering of the clans under the management of an amateur organization, and furnished by gratuitous labor and voluntary subscription; the other was the carrying out of a business enterprise, in which the element of both amateur and professional competitions, for large prizes and between distinguished contestants, and with many of the usual accessories of the "exposition," the show, or even of the circus, was most prominent. Both were in a superlative degree illustrative of bicycling.

But these two classes of Meets need to be kept separate. There is evidently enough in either for the success of one event; and the leading features of each are too much in contrast with those of the other for any amalgamation. Let us have our League Meet and convention and banquet in the early summer or late spring, in a different locality every year; and let us also have in the autumn of each year a Race Meet, as well always in one place, or alternating in two, but where there is a good track. Let the former be purely amateur and under voluntary, gratuitous management; and let the latter, while having

League sanction and influence, gain the strength and attractions which are attained by the established business methods of private enterprise in pursuit of pecuniary gain.

THE LEAGUE UNIFORM.

Since our suggestion regarding the subject of uniform in relation to unattached League members, we have had a number of inquiries on the subject, as to the material used, and the style of cut. This is described in Rule 35, as follows:

"The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional."

We do not think that many have purchased the uniform, although, when first introduced, it was adopted by some clubs entire and various individual members. It is certainly a reasonable and serviceable suit, wearing well, and costing little. Dust makes little impression on it in comparison with darker shades, and a year's constant wear has, in the case of the writer, made little change in its appearance. It is an excellent, all-around suit, and, although light, is not particularly conspicuous. We have seen many worse and few better styles of uniform. Mr. A. L. Easterbrook, 4 East Fifty-ninth street, is the official tailor for New York, and we believe Messrs. Geo. W. Simmons & Son, of Boston, Mass., also furnished them. For further information, we would suggest that inquirers address the parties mentioned, who will doubtless give them the desired information.

APPOINTMENTS.

I take great pleasure in appointing, as Chief Consul for the League in the District of Columbia, Mr. Wm. C. Scribner, of the "Washington Cycle Club."

For the State of Tennessee, Mr. A. E. Howell, President of the Nashville Bicycle Club.

Fraternally yours.

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

NEW YORK, Oct. 29, 1883.

A ONE-SIDED RACE

THE AMATEUR RECORD MADE FOR 100 MILES.

The 100-mile bicycle race, run Oct. 26 at the Athletic Park, was of little interest as a contest, since only two of the competitors came to the scratch; but it is rendered important from the fact that it was the first 100-mile race run in this country by amateurs on an outdoor track. There have been road races of a similar distance, and races on an indoor track, but yesterday Midgley, of Worcester, made the first record on a track in the open air. His time was 7 hours 25 minutes 52 1-2 seconds, or about thirteen and a half miles an hour—rather poor time, certainly, but as good as might be expected from the track, which was in very bad condition from the recent rain, and considering that there was a biting breeze from the north-east, cutting into the left side of the racer as he came up the low side of each lap. Midgley's companion was Foster, of Baltimore. Midgley was well built, muscular, erect, and graceful in the saddle; Foster ungraceful and cowering on his machine, making the comparison anything but favorable to the Baltimorean. There were two other entries—Frazer, the

winner of the twenty-five-mile championship at Springfield, Mass., and Tyler, of New Haven. If the former of these two gentlemen had competed, there would have been both a better race and better time. As it was, Midgley had to depend upon the courtesy of a few Capitol Club men to lead him up in pace now and then during the day.

Apart from the wind, the day was in every way suitable, and not too hot, though this failed to bring to the Park more than a hundred spectators, who evidently thought they did not get much excitement for their money. The officials thought so too; they thought they deserved a better contest for sitting there all day, shivering in the cold wind, chalking up the miles, and noting down the time. These gentlemen were Messrs. Max Hansmann, William C. Scribner, and Dr. H. M. Schooley, judges; Mr. Leland Howard, referee; Mr. Howell Stewart, time-keeper; and Mr. J. E. Leaming, scorer. Beyond an occasional cheer, the cracking of a joke, the feeding of the competitors now and then with cold chicken, meal and water, and gingerale, the two went on monotonously. The gatekeeper's duties, too, were never so exciting as to need the removal of his overcoat and gloves.

The two men, Midgley and Foster, came to the scratch at 10:24 A. M., and the best man at once took the lead and gained five miles on Foster in the first twenty-five. At fifty miles he was nine miles ahead, and at seventy-five miles he was sixteen ahead. He gained on an average one in every five miles, and kept on at an even pace of between thirteen and fourteen miles an hour, up to ninety miles. He had been accompanied by the Captain of the Capitol Club and other members for short distances at intervals, but McK. Borden now joined Midgley, and under his inspiring company the pace improved considerably. The ninety-fifth mile was done in less than four minutes, and from this up to the hundredth the miles were all done in splendid style in a little over four minutes each. The hundred miles were completed without a dismount; the refreshments were taken while in the saddle, and at the finish Midgley looked quite strong and fresh. He received a hearty cheer from the few who were present, and he certainly deserved it.

Foster was then over twenty miles behind, but still plodding on like a sinner on the way to a camp-meeting. When he finished, whether it was last night or some time this morning the reporter can't say, for he didn't stop long enough to see. But Foster seemed to enjoy himself at nine miles an hour, with a stop-watch around his neck, his lunch in his pocket, and calculating at the completion of each lap the number of revolutions his wheel had made since he started in the morning.

It is a great pity the Capitol Club did not put a man or two in. The race would then have been interesting. Perhaps they can organize another and beat this record.

The following are some of Midgley's times: Five miles, 19:10; ten miles, 38:56; fifteen miles, 58:58; twenty miles, 79:02; thirty miles, 2:02:59 1-2; forty miles, 2:51:10; fifty miles, 3:37:14; sixty miles, 4:26:11; seventy miles, 5:10:58; eighty miles, 5:55:14; ninety miles, 6:41:31; ninety-five miles, 7:04:14 1-2; ninety-eight miles, 7:15:33 1-2; ninety-nine miles, 7:19:48; 100 miles, 7:25:52 1-2.—*Post*, October 27.

DID HE DO IT?

With all the advancement of civilization, bicycling, and timing, it does seem almost impossible at times to rely upon a record which is sometimes given to us for acceptance. This is especially strange when we consider the correct measurement and scoring, good starting, experts to hold

fine watches of the latest make, and experienced men to handle the meetings, so that it is surprising that important races cannot be properly run off without the time, measurement, scoring, or something else questioned. I speak particularly of Lees' twenty-mile record in England. This man was said to ride twenty miles in 58 minutes and 34 seconds, which is at the average speed of each mile in 2 minutes 55 3-5 seconds. Such a speed would do credit to a steam engine, not to consider a man.

Now do not misunderstand me and think that I doubt the record because it is extraordinarily fast. Not at all; he who does question a record simply because it is fast is a fool. It is ridiculous to stand on such a platform, and it will surely fall and expose him to his chagrin and mortification. I question the record because it is not unanimously accepted in England. If the important bicycling or sporting papers would agree to it, I would be satisfied. They do not do even this.

The *Cyclist* was the only British paper, so far as I have been able to discover, that accepted the gigantic feat. It says "Our representative was there," or words to that effect. Who was "our representative?" Is the world of wheelmen and enthusiasts to accept a record checked by "our representative?" Do not misunderstand me and think I mean that the *Cyclist's* representative was of no importance; still nobody seems to know who he was; certainly not a representative man, one whom the public knew and trusted. The race was run on a course that is distrusted for one reason or other, whether it is short measurement or risky timing I know not, but with the exception of the press representative in question there was nobody present who could vouch for the correctness of the performance to the satisfaction of the leading papers or the public.

The sporting sheets simply recorded this much: "Lees was said to have ridden in such 58 min. 34 sec., which, if correct, is the best on record," and that was all. It was very unsatisfactory, and we suppose that the record will gradually slip into one almanac or sporting annual after another till in the future it will be accepted as a fact, or "it was said to be done, and what is not rejected must be accepted."

Is this fair? Cortis was, in my opinion, the fastest man that ever lived, and could have given Lees more work than he would care to undertake to keep ahead of the flying amateur. When he performed his feat of twenty miles in 59 minutes and 20 seconds the world went wild with admiration, thought that only by a miracle could it be surpassed. However that may be, it seems unfair and a down right imposition to place the shaky record of a professional ahead of the genuine performance of an amateur.

It occurs to me that two things should be done. First, a thorough investigation into the record; and, secondly, a more careful procedure in the future in matters of timing, scoring, measurement, etc.; and when fast time is made the papers ought to step forward and say "this is the best on record," etc.; then we will feel inclined to have more faith in the records across the puddle.

If this epistle has no more effect than cautioning our own managers and officers of race meetings and representatives of the press to be careful and above reproach, I shall feel that I have been of some use in the world.—*Mercury*.

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Blank form of application for membership forwarded to any address, on receipt of a stamped, directed envelope.

NOTICE.

The Chief Consul (who has now returned from England, and is ready to hear from any member desiring information) wishes to call particular attention to resolutions Nos. 410 and 411 in the *Club Gazette* for October—pages 353 and 354. The appointment of a sub-committee by the American membership to confer with the Chief Consul, and aid him in the accomplishment of the purposes of the resolution would be gratefully received.

The Chief Consul desires for himself, and ventures on behalf of the American membership, to thank State Consul H. W. Williams most cordially for his painstaking and efficient performance of the duties of Chief Consul during his absence in England.

THE CLUB HAND-BOOK.

Members can now obtain the new Hand-book for 1883, by sending a P. O. Order for *Thirty Cents* to the Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The publication of several names is, owing to the recent return of the C. C., unavoidably postponed until next week.

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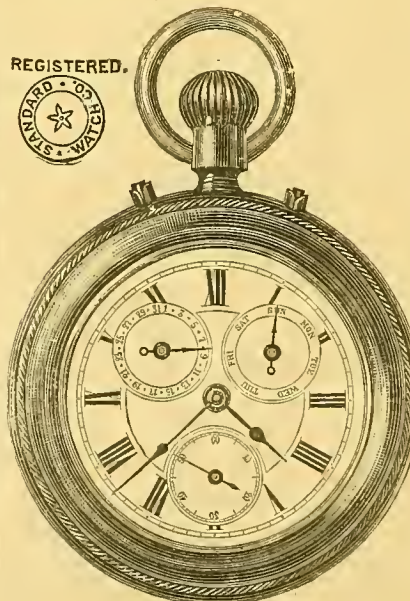
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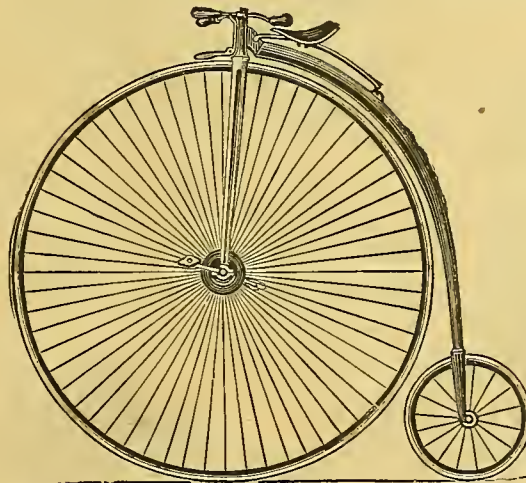
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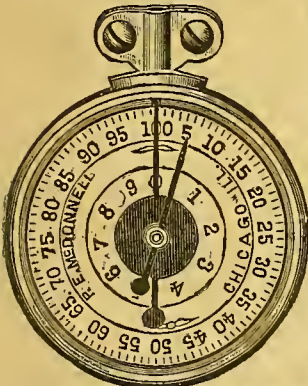
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