

# THE WHEEL

## A JOURNAL OF CYCLING

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

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As I intimated, in my last notes, I have been to Springfield, and the reason I was unable to furnish anything for the last week's issue is, that I have been ever since trying to make up lost sleep, of which I was so beautifully deprived by that band of angels under the able leadership of Parker, of the Meriden Wheel Club, who believed that the less sleep an "Owl" had the more he enjoyed it.

Yes, indeed, there were some Star machines there; at least several racing men remarked that they had seen and heard them in the races.

Fennessey informed me that his club intended to purchase Hampden Park, and, as there would still then remain a large surplus of their profits, that the balance would be devoted to building a home in the centre of the park for incurables afflicted with that awful disease of a desire to constantly be riding, so that they could spend their remaining days in spinning round the neighboring track.

How natural it seemed to see that pyrotechnic bicyclist take a header, "just as though he was alive," as I heard a young lady remark.

Treasurer W. V. Gilman was there, accompanied by his wife, and gave to the "Owl" the honor of drinking their healths in a bumper of punch.

I didn't see but two kickers in the entire time I was there, and they were only so in name, since two more smiling faces would be hard to find than those of Messrs. Schwalbach and Lephardt of the lately organized "kicking wheelmen."

The combination in the twenty-mile professional race was entirely successful, and the hiss that greeted Prince's hippodrome of protest in front of the judge's stand clearly proved that the public was disgusted.

"An amateurs' race meet, for amateurs only, horses, professionals, &c., barred," is my motto.

New Haven and Philadelphia are now the next, but no matter how excellent they may be, it will seem, after Springfield, like commencing a dinner by taking your dessert first.

The "Overman Wheel Company" deserve the thanks of all bicyclers as well as tricyclers for their endeavor to make the boys comfortable and at home.

I had always heard that the flea was the bird of the mountain, until Saturday's *Telegram* speaks of a trained troupe of them lately exhibited in Europe, one of which rode a miniature bicycle of gold. I had for some time contemplated mounting a three-wheeler, and this last disgrace to my present mount will compel me to flee from it.

R. Marsden Campbell, ex-president of the defunct Lenox Club, has just returned from a ten months' sojourn in Europe, and joined the Ixions.

The Ixions have reached their limit of twenty-five franchise members, and have closed their club roll for any but associate members.

"Campanini" Newman and the "club infant" held a mourners' meeting at not being able to attend Springfield, and after shedding buckets of tears, resolved that next year would find them there, come what may.

"Pitt" has been challenged by Pettus, of the "K. B. W.'s," to ride from 1 to 1,000 miles for a \$25 medal. He thinks he will accept on the latter distance, and will name his historical racing grounds in Maine.

"Campanini" Newman intends to discard his present mount of a 43 Humber for the 9 ft. machine owned by Garvey. He says he might just as well commence now as later to get up in the wheel world.

### YES, I WENT TO SPRINGFIELD.

The next excitement will be the club races of the Bostons and Ramblers Bi Clubs. All our cracks are entered and some fast time is looked for. We hope to see some of your New York flyers here, although I want them to get into better form than they showed at Springfield, or they will get decidedly left. Robinson, the Englishman, will be here, and though we have no "bloody watches" to give him, I presume he will take away some of the other prizes. The M. B. C. boys are making great preparations to meet the Citizens when they come on. By the way some of the more enthusiastic talk, you would think they were going to paint the whole town red. Let us hope they will. The Mass. boys seemed to have a jolly time the last season the "Cits" were on, and this year I hope will have even better. I met something the other day I

never expected to see: Pierre Lalliment, the original inventor of a bicycle, riding on a Columbia. He is a short, jolly-looking Frenchman, who rides a 48-inch and murders our United States English. I pumped him dry on the velocipede question, and got quite a number of amusing stories from him in regard to his early rides on his machine. He is now working as a machinist in Pope's rooms, and seems to enjoy himself just as well as though he had made the millions out of bicycles instead of Pope.

If any club in this State feels proud, it is the Newton boys. They do not make such an awful loud noise around here, but when they are at Springfield, they loom up big. Clafin, the Harvard champion, Corey, the record breaker, and Burnham, the heavy scratch man, are all of the N. B. C.; and so the N. B. C. boys take all the glory. Massachusetts feels quite good over it, however, as Clafin is its captain, and Corey one of the rank and file. These men would make a good team in an inter-club race; and I would humbly suggest to the Newton Club that it challenges for a contest of this kind, and give all unknown men a handicap.

While I am giving advice to the Newton Club let me add a little to the Boston and Rambler Clubs, in regard to their coming races. We have had several race meetings in Boston this year, but not a single record has been cut in the city. The main reason is that there was too little handicapping and too much of scratch racing. If you want a good number of entries you must give the slower men a good start, and make a chance for them. And now for my advice—be sure and give them ENOUGH of a handicap, so that the scratch man must go in order to catch his man. This will make all your races exciting, for in the scratch races only good men will enter, and they will also put a stop to this entering of the cracks in all the races, and so scaring away the other good, but not crack, racers.

For instance, put Corey, Burnham, and Clafin on scratch. What inducement is there for such men as Wattles, Stahl, Byers, Sabin, Rothe, Morris, and a host of others to enter, if they have got to start with the cracks from scratch, and know that they are only racing for second medal. Look at the two-mile handicap at Springfield on the first day. The men were started so nicely that Burnham was compelled to break the record or lose the race. That is the kind of handicapping and racing we want in Boston.

So gentlemen of the B. & R. B. C., here is my advice: Handicap your men, and handicap them heavily, too. Better to make a scratch man lose once in a while, and have an exciting race, than to make his job so soft that he will not need to exert himself.

PERCY.

BOSTON, Mass.



## THE FIRST STEP.

At the council meeting of the Cyclists' Touring Club, held at the Grand Hotel, Birmingham, England, on the 8th of September, a committee consisting of Messrs. J. L. Varley, C. R. Maddox, H. Sturmev, T. S. H. Walker, and Frank W. Weston was, on motion of Chief Consul Weston, seconded by Chief Consul Sturmev, appointed to consider and report to the council for their action, the advisability of such additions or alterations to the by-laws of the Club as may more effectually cover and enhance the international features of the organization. The committee was instructed that, while the local self-government of foreign divisions of the C. T. C. should be secured to them, such self-government must not be in any way contrary to the interests and purposes of the Club at large. A federation of all present or future foreign divisions in one grand international club is to be the object aimed at.

Chief Consul Weston, who sails for home on the 26th of September, will, as soon as possible after his return, call a meeting of consuls and appoint an American committee to correspond with the committee in England on this important matter.

## WORK OF THE RAILROAD COMMITTEE.

DEAR SIR: I have noted your appointments in THE WHEEL, with regard to the Railroad Committee, and so far so good. The list is quite meagre, and I have to-day made requests upon all parts of the country for appointments to the same. I attach list, which you might publish. To this list additions will be made from time to time, as I can get replies from the country.

I think our State Division scheme will work nicely, and give excellent satisfaction. In Illinois we are fixing up matters in good shape. The Indiana Bloomington & Western Railway, charged three Peoria wheelmen twenty-five cents each for transportation of bicycles a short distance, the baggageman claiming that tickets of membership in L. A. W. should be shown. The boys did not have their tickets with them, hence had to pay. Mr. Rouse, representative, took the matter up with me, and I laid it before the general manager of the road, who refunded the charge with apology. This is the second time this road has refunded and apologized, so I think we are solid. The first part of this month a party of six St. Louis wheelmen attended the races at Peoria, Ill., and the baggageman out of St. Louis charged them twenty-five cents apiece, claiming they should show their tickets of membership in the L. A. W. The boys did not have their tickets with them, hence had to pay. Mr. Rouse took this matter up with me, and I, in turn, with the general passenger agent of the Chicago, Burlington & Quincy Railroad, who has written me a letter of apology, assuring me he will refund the charges at once. These two roads are on the list of railways issuing circular making wheels free. I am advised through a rumor East that the Boston & Albany raised their tariff on bicycles, just because a wheelman had his bicycle injured in one of their baggage-cars, and brought suit against the company. I wrote you this once before. The B. & A. now charges more than any road in the country, viz.: one cent per mile, or just half what the New York Central Railroad charges for a first-class passage.

The principal mission of the State Division railroad committees will be to discover cases where railroads, that have agreed to carry wheels free, are charging for the same. It is natural to suppose baggagemen will charge wherever they get the chance, and in many cases will try to force a charge where they see any prospect of getting it. If wheelmen of the country will re-

port any such cases to their division chairman, who will take the matter up with the road, these charges will be refunded. Again, it will help baggagemen to realize the fact that on roads issuing free circulars their day of charging is over. It is hard for them to comprehend this in many cases. Have known a baggageman on the Michigan Central to insist upon charging anyway, and it was only by the use of some hard words, and absolutely insisting upon putting the wheel in the car, that he allowed it to enter. In these cases general passenger agents are only too glad to have passengers report to them, and they will always fix it right. On the whole, traveling bicyclers must not regard the attitude of the baggageman as cutting any figure in the case where roads appear on the free-list. No road is put upon the list without positive assurance from the general passenger agent, in writing, backed up in almost every case with a printed circular, that bicycles will be carried free in baggage cars at owners' risk when accompanied by owners or riders and upon presentation of first class tickets. Wheelmen can feel certain of their accommodation on these roads, and where a misinformed baggageman objects, they will know that he is acting against orders and will conduct themselves accordingly. We know of a well-known Chicago bicyclist, on a racing tour through Illinois, the first part of September, who positively had to fight his way in some instances. He knew his rights, and, being a man of muscle and size, actually ruled the car. It was a charming spectacle. The general passenger agent of that road apologizes every time uncivil treatment is shown bicyclers. The offer of gratuities to baggagemen is to be frowned down, but in some cases it may be all right, but the tender should never be made in the light of a recompense for transportation. It should always be offered at the journey's end with a request to give a lift in unloading the machine, and therefore assumes the attitude of a personal reward to the baggageman for extra labor performed. It is absolutely injurious to offer these men gratuities indiscriminately. The scale of prices will go up quick enough without assistance on the part of wheelmen. There is one point about which wheelmen generally are in error, and that is the checking of wheels. Have known bicyclers to be quite indignant because the station baggageman refused to check. It is not part of the agreement with railroads that they check machines. The circular simply reads, "pass bicycle at owner's risk, and not check." Therefore the machines are to be presented to the baggage-master in the car, marked to destination, and it is his duty to accept same. Wheelmen who desire to transport their machines from Boston to Chicago, or other long distances are recommended to ship them by fast freight, using the Blue Line where possible. There will be no reduction from regular rates, the tariff being about \$1.12 per hundred pounds, Boston to Chicago, and a trifle less from New York. From Chicago to Boston the rate is \$1.55 per hundred pounds. A bicycle takes double first-class rates, and must be crated. Will not be received by fast freight lines unless crated. As rates and classifications are constantly changing, it will be well for wheelmen to get a rate quoted by the nearest agent of the freight lines. The time between Boston and Chicago is about four days.

Very truly yours,

B. B. AYERS.

DR. N. M. BECKWITH,  
President League of American  
Wheelmen, New York.

CHICAGO, September 20, 1883.

Massachusetts: A. S. Parsons, Cambridgeport, Chairman; C. L. Clark, Boston.

New York: Frank A. Egan, New York. Chairman; Dr. A. G. Coleman, Fred. A. Coleman, Canandaigua.

Pennsylvania: J. Honard Wright.

Ohio: F. T. Sholes, Cleveland, Chairman; H. W. Forward, Cleveland; J. W. Pero, Fremont; W. H. Miller, Columbus; A. A. Bennett, Cincinnati.

Michigan: Chas. D. Standish, Detroit, Chairman.

Illinois: B. B. Ayers, Chicago, Chairman; H. G. Rouse, Peoria; A. E. Thompson, Rockford.

Wisconsin: W. A. Friese, Milwaukee, Chairman.

Missouri: Richard Garvey, St. Louis, Chairman.

Maryland: A. Trego, Baltimore, Chairman. New Hampshire: C. H. Wilkins, Manchester, Chairman.

Maine: F. A. Elwell, Portland, Chairman; C. H. Lamson, Portland.

Wyoming: C. S. Greenbaum, Laramie City, Chairman.

Minnesota: F. S. Bryant, St. Paul, Chairman.

FALL MEETING OF BOARD OF OFFICERS  
L. A. W.

The regular fall meeting of the Board of Officers L. A. W., having been duly called, was held on September 20th, at the Hotel Warwick, Springfield, Mass.

The meeting was called to order at 9.35 o'clock, A. M., President Beckwith in the chair.

Recording Secretary Hibbard being absent, Edward K. Hill was elected Recording Secretary, *pro tem*.

In the absence of the Recording Secretary and the records of the last meeting, their reading was necessarily omitted.

After some discussion on the necessity of hearing the Corresponding Secretary's report, Mr. W. V. Gilman moved that the report be read. This motion being carried, Secretary Jenkins stated that he had expected to make his report at the annual meeting, and could, therefore, give only an informal one. He made some general statements in the matters of membership, a general circular to non-League members as published in THE WHEEL, stencil outfits, and hotel certificates.

The report was accepted.

Treasurer Gilman's report was then given, as follows:

Mr. President and Officers L. A. W.: It is with feelings of especial interest that the undersigned presents to you this report, in full, of our financial condition September 1, 1883. What better place or time could have been chosen for holding our Fall Meeting than this, surrounded on all sides by warm friends and hearty sympathizers in all our wants, while at the same time it is the home of a club we delight to honor for its true and steady devotion to League interests? The substantial aid so constantly given us in their excellent monthly publication, reaching, as it has, thousands of wheelmen far beyond our radius, together with the example of unanimous membership to which they have so faithfully adhered, is at length worthy of official notice and commendation. We are only too happy to speak a feeble word of praise.

Our condition is sound. We are hale, hearty and happy!

Balance in treasury, June 1,  
1883.....\$1,025 83

Balance in treasury, September 1, 1883.....\$523 68

To this we may add a new item of expense, viz.: our official organ, which to date has cost us \$1,074.50; but for this, had our receipts been the same, we could



have shown a balance of \$1,598.18, as compared with \$848.20, amount on hand Sept. 1, 1882, nearly double the amount.

Our membership assessment has reached.....

September 1, 1882..... 827 00

This is a radical advance, since but few one dollar renewals reach this office under the new system, nearly every one being but half that amount; but when we observe the increase in our admission fees we are truly astonished.

During this term we have received from all sources on applications.....

While last year at this date we secured but..... 132 50

Still laboring most of the time under that cruel rule permitting club membership at 50 per cent. discount, and, as nearly all of our applications come from sections where divisions have been formed, a large number have entered our ranks by paying the division officers 50 cents per capita, only 25 cents in such cases reaching this office; while subscription to the official organ has been, in every case, 50 cents; this point against us has, however, since been remedied. We should also consider that the division treasurers are still indebted to us an amount probably sufficient to bring up our admission fees to date to.....

Where they would surely have been.....

But for division claims; as compared with.....

For this time last year. This fact is especially pleasing, and is a reliable and satisfactory indication of our rapid increase. Other encouraging features might have been brought to your notice, but we think we have already exhibited sufficient to prove to all our resolution to live. This we are bound to do.

Yours fraternally,

W. V. GILMAN.

#### Trial Balance, September 1, 1883.

	DR.	CR.
Cash balance in Treasury,		
June 1, 1883.....	\$1,025 38	
Membership assessment..	816 00	
Admission fees.....	366 75	
Badge account.....	1 00	
Interest account.....	18 07	
Expenses of Corresponding Secretary's Office.....		\$156 78
Salary of Corresponding Secretary to date.....		40 00
Expenses of Treasurer's Office.....		46 00
Salary of Treasurer to date		40 00
Membership tickets.....		25 00

Consular outfits, including stencils, &c.....	100 00	
Reporting business meeting at New York....	16 00	
Expenses of Mass. Division L. A. W., 1882-3..	136 49	
Subscription to Official Organ for entire membership.....	1,074 50	
Abatements to Division Officers.....	68 75	
Balance.....	523 68	
	\$2,227 20	\$2,227 20

Balance accounted for as follows:—

In Second National Bank, Nashua, subject to check	\$505 18	
In money drawer.....	18 50	\$523 68

The credit items above exhibited are as ordered by special vote of officers or with approval of Finance Committee as set forth in Rule 6, Constitution L. A. W.

Respectfully submitted,  
W. V. GILMAN, Treasurer.

This report was duly accepted.

The question of employing a stenographer was then raised. Treasurer Gilman moved that no stenographer be employed. This motion was carried.

Mr. Stephen Terry, appointed to succeed the late S. A. Marsden, as Chief Consul, *pro tem*, of Connecticut, asked for instructions as to his position.

Secretary Jenkins moved that Stephen Terry be confirmed as Chief Consul of Connecticut. Motion carried.

It was moved that E. L. Beckwith, of Galveston, be appointed Chief Consul of Texas. Motion carried.

It was moved that W. L. Howe, of Oscaloosa, be appointed Chief Consul of Iowa. Motion carried.

Secretary Jenkins moved that the resignation of Harry Bates, as Chief Consul of Indiana, be accepted.

This motion was also carried.

Treasurer Gilman offered remarks concerning the death of Chief Consul Marsden, and moved that a committee of three be appointed by the chair, to draft appropriate resolutions.

Mr. Terry seconded the motion with eulogistic remarks.

The Chair appointed the following committee: W. V. Gilman, Stephen Terry, Dr. Coleman.

While the committee were preparing the resolutions, Mr. Terry moved that the appointment of a Chief Consul for Indiana be left over until a nominee could be found. Motion carried.

The matter of appointment of extra Representatives, under the new rule allowing one to every fifty members, was then brought up.

W. V. Gilman read the following list of nominations for Representatives of New Jersey, which State was entitled to two:

- E. S. Fogg, Woodstown, N. J.
- C. S. Stevens, Millville, N. J.
- W. Scott Calkins, Millville, N. J.
- C. H. Chickering, Smithville, N. J.
- B. S. Rose, Trenton, N. J.
- C. Julian Wood, Hackensack, N. J.

Mr. Gilman moved that E. S. Fogg and B. S. Rose be elected Representatives for New Jersey.

The motion was carried.

Mr. Gilman also moved that Wm. W. McIntire, of Portsmouth, be elected a Representative for New Hampshire. Motion carried.

Mr. Terry moved that F. H. Benton be appointed a Representative for Connecticut. Motion carried.

The question arose as to whether extra Representatives, to which States may be entitled by increasing membership, should be appointed at any time upon demand of the State in which such vacancy exists, or should await the regular annual election.

Chief Consul Terry moved that when such vacancy exists, it shall be filled at any time by the President's appointment. Motion carried.

Some dissatisfaction existing in regard to the hotel certificate prepared by former officers of the League, Secretary Jenkins moved that a committee of three be appointed by the Chair to consider this matter, and to submit their recommendations to the Board of Officers by a mail vote.

This motion was duly carried.

The Chair appointed on this committee: Stephen Terry (Chairman), E. K. Hill, Yates Penniman.

At this point, the Marsden Resolutions Committee reported the following:

*Resolutions passed by the Board of Officers L. A. W., September 20, 1883.*

Whereas, It has pleased the wise Ruler of all to remove from our midst, our late fellow-leaguer, S. Arthur Marsden, Chief Consul L. A. W., for Connecticut, Captain New Haven Bicycle Club, and one of the pioneer wheelmen of America; and

Whereas, It is but just that a fitting recognition of our appreciation of his untiring endeavors to advance the interests of this order should be made; therefore, be it

Resolved by this Board of Officers L. A. W., that, while we bow with submission to the will of the Most High, we none the less mourn the loss of our brother who has been taken from us.

Resolved, That our order laments the death of S. Arthur Marsden, losing, as it has, one of its most willing and efficient supporters; genial in disposition, generous to a fault; one whose true and steady devotion to its welfare may well be emulated.

Resolved, That the sincere sympathy of this order be extended to his family and local club in their affliction.

Resolved, That these resolutions be placed upon our records, and a copy thereof be transmitted to the family of our deceased brother, to the secretary of the local club, to the official organ of the League, to the *Bicycling World* and to the *Wheelman*.

W. V. GILMAN,  
STEPHEN TERRY,  
A. G. COLEMAN,  
Committee.

*To the President and Members of the Board of Officers, L. A. W.*

GENTLEMEN: On behalf of the Racing Board, I desire to report the very gratifying progress made during the past few months in matters under the charge of said board. It has, through its members and as a body, sanctioned upwards of one hundred and fifty different races, at which the Racing Rules of the League have been assured as the existing law of the track. In one instance, and one only, has this guarantee apparently been broken, and the case is now under investigation; and through this system of sanction and guarantee the League of American Wheelmen is rapidly becoming the recognized amateur racing authority of this country. It will, in the opinion of some of the members, soon be necessary to give to full League clubs the right to hold race meetings without further sanction, and only stipulating that a full report of their races shall be filed with the Secretary within ten days after the races. The Board has also secured, by special sanction (giving the do-



nating club the right to hold the first contest at its race meeting), handsome championship trophies, at twenty-five, ten, and three miles (bicycle), and one mile (tricycle).

These trophies, of course, are the property of the League until won three times under the rules. It is the opinion, however, of a majority of the Racing Board that races for the championships hereafter should be given under the management of the League, and that the time should be the occasion of the annual meet.

Owing to the great amount of discussion and apparent indecision relative to the respective rights and privileges of "Star" vs. "Crank" machines, I would respectfully request the Board of Officers to consider the matter and decide whether the "Star" machine shall be considered as a bicycle proper, and, as such, entitled to all bicycling rights and privileges; or whether it shall be considered as forming a wheel class of its own between bicycling and tricycling; and whether, under the rules of the League, races may be given *barring* the "Crank" or ordinary bicycles, and others *barring* the "Star" wheel.

GEO. L. GIDEON,

Chairman R. B.

PHILADELPHIA, Pa., September 15, 1883.

The question of the propriety of calling the American Star machine a bicycle, and admitting it to L. A. W. contests on equal terms with the crank machines, was then discussed.

Secretary Jenkins moved that races in which the Star, Extraordinary or Facile, have been or shall be debarred, shall not receive the L. A. W. sanction.

Mr. Terry moved to amend by adding the Otto to the list.

Amendment failed to be seconded.

Secretary Jenkins' original motion was carried.

Secretary Jenkins brought up the matter of a protest against the L. A. W. Consul for Pittsfield, Mass., L. L. Atwood, who rejected two entries to races at Pittsfield on account of dress. A letter of protest drawn up in due form, and signed by four League members, was read, in which it was requested that Consul L. L. Atwood be suspended from the roll of membership, for exceeding his authority as Consul, and for conduct unbecoming a gentleman, and that his case be investigated. Several letters, bearing on both sides of the question, were read, and a discussion on the merits of the case followed.

Mr. Terry moved that the protest be sustained, and that the whole matter be referred to the Chief Consul of Mass., with power to act.

The motion was carried.

Mr. Jenkins asked for instructions as to which State division members must belong, who are members of clubs in States other than the one in which they reside.

Mr. Jenkins moved that when applications are received through the Secretary of a League Club, the fee be retained by the State division in which the club resides. Motion carried.

On motion of Secretary Jenkins, the meeting adjourned at 12.30 o'clock, P. M.

EDWARD K. HILL,  
Recording Secretary, *pro tem*.

#### FROM THE FAR SOUTH.

*Editor of the Wheel:*—We have never seen any correspondence in your journal from our State, and therefore hope the following communication will not be unwelcome.

Bicycling has made but slow progress here for some time, but the indications point to a boom in that direction soon. Our country roads are impassable to wheels, which is a great disadvantage to us, but the streets in the city are mostly in good condition, and we have many pleasant spins there. The city authorities and public opinion generally are favorable to us, and we are allowed to ride when and where we please. Our

wheels are all "Columbias" and "American Sanspareils."

The Columbia Bicycle Club was organized in 1882, and since our anniversary meeting last month, our officers, consisting of President, Captain, Lieutenant, and Secretary and Treasurer, have been elected. As a club we are members of the L. A. W., and compose the majority of the members of that organization in this State. Our Lieutenant is now in Springfield, attending the great meet there. In next November, during the State Fair, which will be held here then, we will hold a race-meet. Some valuable prizes will be offered by the Club, and also by the State Fair Association, and we are working hard to make it the greatest bicycling event occurring in South Carolina; we have already heard from about fifty men, and expect to have a large attendance; we are advertising extensively, and are doing our utmost to make this meet a success. We will give you more definite information about races at a later date.

LE SECRETAIRE.

Columbia S. C., Sept. 14, 1882.

#### THE SPRINGFIELD RACES.

Wednesday was undoubtedly the greatest day ever seen in Springfield. The morning trains brought crowds of people dressed in holiday attire to witness the parade in the morning, the races in the afternoon, and the fireworks in the evening. Over 50,000 people crowded the streets, which were abundantly decorated, streamers flying in every direction. Many of the public buildings and nearly all the stores were closed, and the town itself was given up to the enjoyment of the day. It was close to two o'clock when the struggling mass of humanity finally found room on the grand stands and along the home stretch. It was estimated that over thirty-five thousand people were present. Promptly at two o'clock the first race was called, and at the sound of the bugle Chas. H. Jenkins, of Louisville, and Burt Pressy stepped on the track to see who was the best man in a mile race without hands. Considerable interest was centered in Pressy, as he rode a star machine, and it was considerable of a feat to balance the same without the use of his hands. The men were allowed to steady their machines for the first ten feet, and then removed them at the word of the referee. Jenkins, who had the pole, obtained the best of the start, and kept the lead until the half-mile post, when Pressy drew up level. Round and round they spun until the home stretch was reached, when the star rider gradually drew away from the western man and won handily, with a length to spare. Time, 3m. 11s.; Jenkins, second.

Two mile scratch—A. H. Robinson, first; 6m. 2 2-5s.; H. D. Corey, second; time, 6m. 3 1-5s.; C. D. Vesey, third. At the crack of the pistol the men went away under the leadership of A. B. Prince, but the pace was too strong for him, and he fell behind at the first mile. Corey, Robinson, Ross, Frazier and Vesey were all bunched together when the bell rang for the last mile, Corey passing under the wire in 3m. 1 4-5s. On the back stretch Robinson showed his mettle and drew up even, spurring to the front in the best time on record, reducing the performance of Burnham 1 3-5s.

Ten mile handicap—E. P. Burnham (60s), first; time, 32m. 13 2-5s. C. H. Chickering (1m. 35s.), second; time, 32m. 48 2-5s. W. C. Palmer, third. This was somewhat of a gift to Burnham, who caught his men at the finish of the third mile. Chickering, however, pushed him to his utmost capacity, and at the end of the ninth mile showed well to the front. Burnham had a "bit up his sleeve" that lasted him to the finish, crossing the line a winner by only a foot. His time constituted the record for ten miles, as it reduced the best time made by

Frank Moore at Beacon Park. As it was lowered the next day by H. D. Corey, we will omit the intermediate miles.

Two miles tug of war race between teams of three, selected from the Springfield, Newton, and Meriden Wheel Clubs. Springfield, first; Newton, second; Meriden Wheel Club, third. Hendee was the winning card for the Springfield team, and crossed the line in 6m. 2 3-5s. H. D. Corey, representing the Newton Club, being second, in 6m. 3 2-5s.; Fisk, third, and Burnham fourth. It was a virtual tug-of-war from the start. At the end of the first mile, the home team seemed to have the best of it, and passed under the wire well in advance of the others. On the back-stretch the Newton men showed their mettle, and forged into second place, the commanding lead of Hendee only preventing their winning.

Five mile college race—A. D. Clafin, Harvard, first; time, 16m. 48s. Lewis Hamilton, Yale, second; time, 16m. 52s. W. R. Crawford, third. This was rather a tame affair. Crawford labored under the disadvantages of an injured back, and a protest on the part of Mr. Clafin. It seems that the colleges were determined to keep the freshmen out of the race, and made a rule that no one should be allowed to start, unless they had been in college a year. Crawford, who is an exceptionally bright fellow, managed to enter the Sophomore Class when he entered Yale, and considered himself therefore eligible for the race. He made the pace for the first four miles, but Clafin and Hamilton both passed him at the three-quarter post, passing under the wire in the order named.

Twenty-mile amateur race—George M. Hendee, first; time, 1h. 7m. 32s.; Thomas Midgley, second by ten yards. This was the race originally intended for the Pope Cup, but owing to some difficulty, it was abandoned and another cup given in its place by the Springfield Club. Only three men put in appearance at the bugle call, but these three were the cream of the racing element: George M. Hendee, Thomas Midgley, and Chas. H. Jenkins. After the first two miles, Jenkins dropped out, leaving the struggle between the two Massachusetts men, who were bent on smashing records. This they were enabled to do but the performance of the succeeding day placed the figures in the shade. It is but justice to say that Jenkins was not in the best condition, having been compelled to undertake a long journey, from the effects of which he had hardly recovered. For the first three miles, Hendee went to the front and made a hot pace, with Midgley close at his heels. In the fourth mile the Worcester man showed in the van, but dropped back again in the next mile, only to appear again at the finish of the tenth mile in 32m. 57½s. Midgley continued to make the pace until the fifteenth mile, which was rattled off in 50m. 16 3-5s. At this point, Hendee, in response to loud calls from his countrymen, shoved to the front and stayed there to the finish, winning a close and exciting race in 67m. 32s. The crowd by this time was frantic and rushed upon the track, throwing both riders. Hendee was badly bruised, and was picked up insensible, his machine appearing a perfect wreck. Midgley was rather shaken up, but was able to walk to the dressing tent. The crowd surrounded the Judges' stand and refused to move until Hendee was brought up for inspection.

The time for each mile is as follows:—

TIME BY MILES.			
1. Hendee.....	3 min.	9 1-5 sec.	
2. Hendee.....	6	19 4-5	
3. Hendee.....	9	33 2 5	
4. Midgley.....	12	47 3-5	
5. Hendee.....	16	1 3-5	
6. Hendee.....	19	31 3-5	
7. Hendee.....	22	52 2-5	
8. Midgley.....	26	15 2-5	
9. Hendee.....	29	42	
10. Midgley.....	32	57 1-5	
11. Midgley....	36	7 2-5	



12. Midgley .....	39	34 4-5
13. Midgley.....	43	6
14. Midgley.....	46	38 1 5
15. Midgley.....	50	16 3-5
16. Hendee.....	53	29 3 5
17. Hendee.....	56	53 3-5
18. Hendee..... 1 hr.	—	39
19. Hendee..... 1	4	23 3-5
20. Hendee..... 1	7	32

Ten-mile handicap, professional—John S. Prince, scratch, Washington, first, in 31m. 63-5s.; Robert James, Birmingham, England, scratch, second, in 31m. 72-5s.; John Keen, London, England, scratch, third, in 31m. 10<sup>3</sup>/<sub>4</sub>s.; H. W. Higham, England, scratch, fourth, in 31m. 11 3-8s.; Wm. J. Morgan, Montreal, Can., 80s. start, o. The absence of professional records in this country renders handicapping a somewhat difficult undertaking. James and Higham both declined to accept their allowance, preferring to start from the scratch. Mr. Oscar E. Kleine, who has figured as an amateur, made his debut in this race, but like all men who get into fast company, was soon left behind. Kleine was badly handicapped with an old machine; but mounted on a modern racer, he will yet make his mark. We should like to have seen Lewis Frye in the field, and also Woodside. The first two miles were occupied in making up the handicaps, the quartette at the scratch selecting Keen as a pace-maker. At the finish of the third mile, Morgan and Young joined the gang, and the six made a pretty sight as they spun around the track, first one and then the other making the pace and spurting to the front at the grand stand. The pace, however, was a cracker, and we must give the "pros." the benefit of a record. When the bell rang, Keen spurted past Higham, who was leading, and led a rattling pace to the half-mile, when James and Prince drew up level. Side by side they ran down the home stretch, Keen showing well in front, with the others well bunched together. Fifty yards from home, it was anyone's race, but suddenly Prince shot away from the crowd and landed a winner by a couple of lengths. The last mile was covered in 2m. 52 3-5s. The enormous crowd by this time was perfectly wild, and crowded on the track, swarming over fences with the rush of a whirlwind. They pushed and hauled, and struggled to obtain a position near the judges' stand, and it was not until Prince appeared in the stand that they were satisfied to return home, after bestowing a parting cheer.

#### THIRD DAY.

Apparently never tired of the sport, the great crowds clamored at the gates for admission fully an hour before the races commenced. Although they did not number as many as the previous day, over 15,000 enjoyed the last day of the tournament, which was marked by record breaking. The weather was perfect, hardly a breath of wind stirred the flags, which, at times hung limp and motionless. The track was somewhat cut up, owing to the crowds that used it as a promenade in witnessing the fire works the previous night. Still it was fast enough for the purpose. Promptly at two o'clock the first race was called.

One mile race—H. D. Corey, first; time 2m. 51 4-5s.; A. H. Robinson, second; 2m. 52s.; W. G. Ross, third, by two yards; G. M. Hendee, fourth by one yard. As was expected the record for the quarter, half and three-quarters of a mile were shattered. Hendee took the lead at the start and passed the quarter pole in 42 2-5s. Increasing the pace slightly, he reached the half mile in 1m. 24 1-5s, lowering his last year's record for this distance. At this point Robinson and Corey moved up closer to the leader, who was still ahead at the three-quarter pole, which he passed in 2m. 11s. As the group rounded into the home-stretch the white racing suit of the Boston man was seen well to the front, while the Springfield favorite appeared to be running slower than his customary speed. Nearer and

nearer they came, well bunched together, until within twenty yards of the finish, when it was plain to be seen that the fall and the exertions of the previous two days had told upon Hendee, and that he could not win. Corey appeared as fresh as a daisy, and wheeled across the line a safe winner, amid the reluctant cheers of the audience. This race was remarkable for the fact that the first four men were inside the record, although the times were not taken for others than the first and second men.

Five mile handicap—C. S. Fisk (30s.), first; time, 15m. 54 2-5s. Chas. Frazier (40s.), second; time, 15m. 45s. A. B. Prince (35s.), third. Prince unfortunately started with the 30s. men and was disqualified in consequence, and third place given to Palmer. The handicaps brought the men well together at the third mile and it proved an interesting race. On the home stretch Fisk, who has improved wonderfully since his last race, spurted to the front, although closely pushed by the star rider.

Five mile tricycle race—L. H. Johnson, first; time, 18m. 35 1-2s. A. G. Powell, second; time 18m. 38 1-5s. Thomas Midgley, third. This was merely a procession for the first four miles, ending in a well-timed spurt, landing the winner well in advance of his competitors. The time by miles was: 3m. 39 4-5s., 7m. 30 1-5s., 11m. 21s., 15m. 10 1-5s., and 18m. 35 1-2s. The winner rode a Victor tricycle as in the previous mile race on the first day. A well earned victory for an American production. These times are the best on record with the exception of the mile time.

Twenty mile professional—H. W. Higham, first; 1h. 6m. 30s. John Keen, second, by a yard; time, 1h. 6m. 30 2-5s. Robert James, third; John S. Prince, fourth. This race was run the night previous at the Hotel Warwick, where all the "pros." were quartered, and by eight the next morning bets were freely offered in the ratio of 6 to 3 on Higham, who should have been third according to actual quality of the riders. The exhibition was fine, and the gentlemen participating showed their ability to entertain the dear public, working them up to a frenzied pitch. The times, although something like 44 seconds slower at twenty miles than that accomplished by the amateurs in the twenty-five mile race that followed, is, however, the best on record for the distance. Morgan was somewhat of a surprise, and bothered the others by forcing the pace and occasionally leading. First one and then the other would roll into line, making a pretty sight and a study of different riding "form" as practised by the experts. The following is the time by miles above ten, which is the best on record in America by a professional:

Miles.	Time.	Made by.
11.....35m.	25 1-5s.....	James.
12.....38	52 2-5s.....	Keen.
13.....42	19 2-5s.....	James.
14.....45	49 3-5s.....	Morgan.
15.....49	15.....	Morgan.
16.....52	43 1-5s.....	Prince
17.....56	12.....	James.
18.....49	45 1-5s.....	James.
19.....63	26.....	James.
20.....60	30.....	Higham.

Twenty-five mile amateur—A. H. Robinson, first; time, 1h. 23m. 12s. Chas. Frazier, second. Frazier finished first in 1h. 23m. 10s., but fouled Robinson, who was given the medal. The race was a succession of changes, first one and then the other appearing to the front. Midgley, who was looked upon as a probable winner, broke a couple of spokes in his machine, was obliged to make a change, and lost considerable ground. The fall of the previous day and the fact of his competing in the tricycle race was enough to slacken his speed considerably. Burnham was also placed at a disadvantage on account of broken spokes. Vesey apparently was elected to set the pace, which proved a hot one,

while Pettus, Frazier and Midgley relieved the monotony by spurting to the front. Round and round they spun to the average time of 3m. 12s. to the mile, all well bunched together until the last mile, when they began to single out. As the bell rang Hall was in the lead, with Robinson in the inside. On the back-stretch Pettus pushed his wheel even with the leader but still on the outside. Round the three-quarter post they came, but to the surprise of all, the star man Frazier put in his work, and lead the bunch within fifty yards from home. Robinson, the Englishman, had the pole, and although Frazier was almost a sure winner had he kept his course, he crossed in front of the latter, causing a foul, which lost him the race.

As the result left many in doubt as to who really is the best man, we are authorized to state that Mr. Robinson is willing to deposit \$250 towards the purchase of a suitable medal, and will race Mr. Frazier the same distance again if Mr. Frazier will also cover the amount. We should like to see another race between the pair, as the figures would certainly be lowered again.

MILE.	NAME.	TOTAL TIME.
1.....Vesey.....	3m.	11s.
2.....Vesey.....	6	23 1-5
3.....Burnham.....	9	43 4-5
4.....Vesey.....	12	49 4-5
5.....Burnham.....	16	09
6.....Midgley.....	19	27
7.....Pettus.....	22	37
8.....Frazier.....	25	55
9.....Pettus.....	29	05
10.....Vesey.....	32	17 1-5
11.....Midgley.....	35	44*
12.....Midgley.....	38	55*
13.....Pettus.....	42	09*
14.....Pettus.....	45	34-3-5*
15.....Pettus.....	48	55*
16.....Vesey.....	52	11 3-5*
17.....Vesey.....	55	27 3-5*
18.....Pettus.....	58	54 3-5*
19.....Pettus.....	1h 2	25 2-5*
20.....Frazier.....	1 5	46 2 5*
21.....Vesey.....	1 9	15 2-5*
22.....Pettus.....	1 12	51*
23.....Pettus.....	1 16	25 3-5*
24.....Hall.....	1 20	05 1-5*
25.....Frazier.....	1 23	10*

\* Best score.

Consolation-race, one mile, amateur—A. Dolph, New London, O., first, in 3m. 4s.; C. E. Stevens, Millville, N. J., second; time 3m. 52-5s. A number of defeated men tried hard to be consoled, and the fast time made would have been astonishing two years ago. Dolph started with the intention of making a record at the half-mile, but did not quite succeed, although he landed an easy winner of the first prize.

Ten miles against time—H. D. Corey then made a brilliant attempt at lowering the record, and succeeded in cutting the figures for the third and fourth, and from six up to ten. He had pace-makers that picked him up at every half mile and brought him through in good shape. By this time the sun had set, and the rapidly increasing twilight made it both dangerous and difficult for fast riding. Still the little demon spurted mile after mile, and landed, finally, thirty-two seconds better than Burnham's record. The following is the time by miles:

Miles	Total Time	Miles	Total Time
1.....	3m 7 2-5s.	6.....	*18m. 53 3-5 s.
2.....	6 11 3 5	7.....	*22 12
3.....	*9 22 3-5	8.....	*25 34
4.....	*12 39 3-5	9.....	*28 37 1-5
5.....	*15 48	10.....	*31 39 2 5

This ended the most brilliant series of races ever witnessed in America, resulting, as we predicted, most disastrously to father time.

The following is a list of the field officers: Fred. Jenkins, referee and handicapper; Henry E. Ducker, starter; O. N. Whipple, J. M. Austin, L. H. Johnson, George Robinson and W. C. Marsh, time-keepers; C. E. Whipple, clerk of the course; G. H. Badeau, F. A. Egan, F. T. Sholes, and F. C. Hand, judges; George R. Taylor, G. D. Baird, Charles Haynes and Fred. Ripley, scorers.





The Official Organ of the League of  
American Wheelmen

AND THE  
Cyclist Touring Club in America.

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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.

#### SHALL UNATTACHED PARADE?

As parades seem to form a fitting adjunct to great race meetings, the question has been agitated of late as to the advisability of allowing unattached riders to participate.

At the recent League Meet in this city, the unattached were placed in a division by themselves, but we do not hesitate to say that it was not such a creditable display as one would like to see. Some wore riding suits, others had citizens clothes tied with strings, some rode in shirts, others with coats, and the general display was hardly such as to impress the spectators favorably.

The great beauty in a parade is uniformity. The collection of clubs with the men in full uniform forms a striking contrast to the composition of division No. 3 or 4 as the case may be. There are, however, many good riders among the unattached, and also many worthy men who can not perhaps connect themselves with a club, because there is no suitable organization in their vicinity, or perhaps there is no club at all, and enough riders to form one. These wheelmen are nevertheless men of intelligence, they join the League and attend its meets, and to exclude them from the parade would be working a great injustice to a larger proportion of the League

membership than the average club man is aware of. How to secure uniformity at our parades without excluding the unattached is necessarily a difficult problem.

The proper solution to our minds is that unattached League members, and there are many, should procure the League uniform, and they could then take their places as a club of League men in any parade. We think that if the future division, Number Four, should adopt this suggestion, and be uniform as regards clothing, it would make as creditable a display as any club in line. We think, in a League parade, the unattached non-League members should be excluded. Any parade is severely criticised, and a motly collection, such as is usually shown in division four, had better be laid away quietly on the shelf. It may, perhaps, cause offense to some, but we think the majority will concur in these opinions.

The League uniform makes an excellent and durable riding suit, and one that wears well. It is not expensive, and is extremely serviceable. The writer has worn one for the past two years, and finds that it answers all purposes, although exposed in all kinds of weather. We trust this subject will receive due consideration, and that our division meets, and the next League meet, will find an improvement in the costumes of division number four. We should be glad to hear the views of some of our unattached friends, as well as others who are interested.

#### CONSTITUTION OF THE OHIO DIVISION L. A. W.

ARTICLE I.—This organization shall be known as the Ohio Division of the League of American Wheelmen, and shall become a branch of and be governed by the rules of the National organization. Its membership shall comprise all members of the League residing within the State of Ohio.

Any amateur wheelman in good standing may become a member upon the payment of dues to the treasurer, conditioned upon the approval of the committee on membership.

Article II.—The special objects of the Division shall be the advancement of cycling in the State, the promotion of unity of action in wheeling matters, the encouragement of good fellowship among its members, and the securing to the wheelmen of Ohio more fully the benefits of the League of American Wheelmen.

Article III.—The officers shall be a Chief Consul, Representatives, Secretary and Treasurer, who shall constitute an Executive Committee to direct all affairs of the Division. They shall meet at the call of the Chief Consul, a majority to constitute a quorum. A Secretary and Treasurer shall be elected at the annual meeting of the Division. These officers shall hold over until their successors are elected and qualified.

Article IV.—The Secretary shall receive all applications for membership and forward duplicates of same to the Corresponding Secretary of the L. A. W. He shall deposit with the Division Treasurer all moneys received from admission fees, and attend to such duties as the office requires.

Article V.—The Treasurer shall receive all dues from members and shall remit to the Treasurer of the L. A. W., monthly, fifty per cent. of the receipts collected. He shall attend to such duties as his office requires. His accounts shall be audited by the Finance Committee, and he

shall give bond in such amount as the Executive Committee may determine.

Article VI.—An annual meeting of the division shall be called by the Chief Consul when he deems it expedient, for the purpose of electing Secretary and Treasurer and Nominating Committee, who shall hold over until their successors are elected and qualified, and the transaction of all business that may come before the Division. Twenty-five members shall constitute a quorum at the annual meeting.

Article VII.—The Chief Consul shall have power to fill all vacancies.

Article VIII.—There shall be a Committee on Finance, consisting of Chief Consul, Secretary and Treasurer. A Committee on Nominations shall be elected at each annual meeting, and shall consist of three (3) members. This Committee shall make nominations for offices of Chief Consul and Representatives, to be voted for at the annual L. A. W. election. They shall report to the Chief Consul, who will arrange the details of the election.

Article IX.—Additions or amendments to this Constitution may be made at any annual meeting, and adopted by a majority vote of the members present.

Article X.—At all meetings of the Division, or Executive Committee, Roberts' "Rules of Order" shall be authority, when not in conflict with this Constitution.

#### WHEEL GOSSIP.

Philadelphia next.

Then New Haven.

Where will it end?

The reduction in postage on letters will save the League about \$200 a year.

The Union Pacific Railroad, a system of 6,000 miles, have agreed to carry bicycles free.

The Railroad Committee have also turned their attention to the Atlantic coast steamers with a view of obtaining free rates on wheels.

Mr. L. M. Wainwright, of Noblesville, Ind. issued a call for a meeting of wheelmen in Indianapolis, Ind., on the 26th, for the purpose of organizing a State Division.

Chief Consuls C. H. Porter, of Minnesota; Albert Rennie, of Ontario; Philip T. Dodge, of the District of Columbia, together with Representatives Willard A. Speakman, of Delaware; H. H. Barber, of Minnesota, and John Moodie, of Hamilton, have allowed their membership in the League to expire. Their successors in office will be appointed as soon as suitable persons can be found to fill the position.

We would be obliged if the managers of race meetings would give us more than half a day's time to arrange the handicaps. It neither does justice to the competitors or handicapper to be obliged to make up the programme without proper investigation in the matter of records.

The Springfield Club are reported to have cleared \$22,000 by their recent venture.

The new postal orders are very convenient in remitting admission fees in the League and are being used almost universally in preference to the money order.

A number of men who went into camp at Springfield are suffering from malaria, contracted during the three days of the tournament.

The Citizens are discussing the advisability of adopting the uniform of the Cyclist Touring Club, in preference to the present blue corduroy. The Club's membership is now fifty-nine, six of whom ride tricycles.



Mr. Jo. Pennell, of the Germantown Bi. Club, has just returned from a year's absence in Europe. He writes enthusiastically of the C. T. C., but says that our meets are far superior to Harrogate and Hampden Court.

Mr. Burt Pressy on his way home from Springfield, stopped at Newark, and climbed Eagle Rock Hill on his Star. It is said that the grade is even heavier than Corey Hill.

We have come to the conclusion that a man is not in a position to criticise the Star unless he has ridden it for at least three months.

The same may apply to tricycles, or any particular class of machine; yet how often do we see articles on this and that make, where the writers have obtained their experience by casual observation, or by study of catalogues.

### THE EXHIBITION.

From its opening to the close of the tournament the exhibition furnished entertainment to both visiting wheelmen and the residents of Springfield. It is estimated that over 40,000 people passed through the doors, and at times, especially in the evenings, the building was uncomfortably crowded. This may be attributed to the fact that no admission fee was charged; but, apart from that, the general interest manifested showed that the efforts of the committee were appreciated. The skating rink is centrally located within a block of the main thoroughfare.

The building was handsomely decorated with bunting, and was lighted at night with electric lights that had a pleasing effect, showing up the full nickeled machines to good advantage. A band of music discoursed popular selections.

S. T. Clark & Co., of Baltimore, had the largest exhibit of any dealer, and the fine line of Sanspareil roadsters, light roadsters, and racers, together with their lower grade machine, the American, attracted considerable attention. All lines of finish were represented, and the firm deserve considerable credit for their enterprise. One of the most remarkable machines was the seventeen and a half pound racer, that had been ridden in over fifty races and on all kinds of tracks. A large case of sundries tastefully arranged completed the collection.

The Cunningham Company displayed their Harvard Special, Yale, and Shadow to advantage; and these prime favorites are too well known to require further comment.

The Serrell Alarm, which only needs to be used to be appreciated, was a popular candidate, and found many purchasers among wheelmen.

Our Boston friends, *The Wheelman*, were on hand with copies of that valuable publication, together with handsomely-framed samples of its illustrations and letter-press.

Three handsome full-nickeled American Star machines were shown by the H. B. Smith Machine Co., and many racing men are too well acquainted with the speed of the "Yankee Blizzard," as they were dubbed by our English visitors, to need much comment.

The band instruments and bugles of C. W. Hutchins came in for their share of attention. Mr. Hutchins is the gentleman who contributed the prize bugle that was awarded to the Connecticut Club for the largest attendance at the meet.

The "sporting" wheelmen found something to admire in the exhibit of light rifles and shotguns, shown by J. Stevens & Co., of Chicopee Falls.

Stoddard, Lovering & Co. made their presence known by their line of the British and Extraordinary Challenges, American Rudge roadsters, light roadsters, and racers, together with a handsome National tricycle and the Coventry Rotary tricycle, as exhibited on the track by Vesey.

The Overman Wheel Company occupied a

large space for their popular Victor tricycles, both roadsters and racers, the latter machine being of the same general form and appearance as the roadsters, but somewhat reduced in weight. The driving wheels are 46 inches in diameter, geared up from 50 to 56 inches. The general finish was Harrington's enamel. Several novelties were also shown, including the ladies' dress shield, and a tricycle bell. The new adjustable long distance saddle is claimed to be the most complete of its kind ever placed on the market, both as to quality of material and simplicity of adjustment; the tension can be altered to suit the taste of the rider, and we predict a large sale of the same.

The Pope Manufacturing Company, with characteristic energy, exhibited both bicycles and tricycles complete and in parts. Mounted on dark backgrounds, the various parts, both in the rough and finished, presented an attractive appearance, and gave one an excellent idea of their composition and workmanship. Two very handsome specimens of their tricycles were shown, one finished in enamel and the other full nickeled.

One of the latest pattern Experts and the improved Standards were also exhibited, together with a complete line of sundries, including Lamson's tricycle luggage carrier, which is, of course, indispensable.

The Missouri Wheel Company were actively represented by Garvey. Their exhibits were mostly novelties, such as the eight-foot wheel ridden in the circuses, a miniature bicycle, with a 20-inch driving wheel, and the first bicycle imported into this country. Duryea's spring and saddle and Senseney's stop bell were also shown.

Last, but not least, among the dealers, was R. V. R. Schuyler, of New York, whose handsome 63-inch full nickeled American Club attracted universal attention, together with a full nickeled Cheylesmore tricycle and an Imperial Club. A number of other sized wheels in various styles of finish completed the exhibit.

Mr. Ira Perego exhausted his stock of athletic supplies in the way of jerseys, shirts, stockings and racing suits on the first day of the exhibition; and was compelled to return to the city for a fresh supply. He returned the second day with four well filled trunks which were quickly emptied. Mr. Perego pays particular attention to orders through the mail, and has always given satisfaction to his numerous customers.

Mr. A. P. Bartlett, of New York, attracted considerable attention with his finely finished Otto Bicycle. He proposes to introduce it in America. The probable cost will be about one hundred and forty dollars.

### "WHIRLING WHEELMEN OF MARYLAND."

There will be a fifty-mile bicycle race held by the "Whirling Wheelmen of Maryland," at Druid Hill Park, Baltimore, on Wednesday, October 24th, at eight o'clock A. M. The trophy is to be in the shape of a solid silver cup, very elegantly finished and valued at \$40. The race will be governed by L. A. W. rules and is for members of the club only. As the members who are to take part are closely matched, the prospects are that, the contest will be quite exciting.

LOUTREL LUCAS,  
Secretary W. W. M.

"Ye President" Egan says since he came back from camp it is only necessary for a hand-organ to play under his window to cause him to jump from his bed and grab a club, so vivid is his recollection of the serenade tendered him at Springfield by his friends of the Meriden and New Haven Clubs with this most harmonious instrument.

Probably the most select club in the country is the "Kicking Wheelmen," of Brooklyn, who organized with four men and then closed their membership roll. The honors of office in this organization are evenly divided, each member serving a month alternately as president, secretary, treasurer, and captain. I am trying to induce them to take in one more rider to serve only as a member; but they prefer to be like our crack militia companies, *i. e.*, all officers and no privates.

McCormack, of the Citizens', has relieved the fears of his friends by his return from Springfield. He was missed from among his club mates when the train started, and bets were even as to whether he had or had not succumbed to the beauty of the young lady who disposed of medals, etc., in the exposition. It transpires now, however, that he was simply the guest of that prince of good fellows, Parker, of the Meriden Wheel Club.

### FOR SALE AND EXCHANGE.

[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar. THE WHEEL having a paid circulation of over three thousand, makes it a valuable medium of advertising.]

**FOR SALE** Full Nickeled, 50-inch Special Harvard, dropped bars, cut leg guard, long distance saddle, rubber handles, and King road lantern. Ridden 10 miles. Price \$150.  
BARGAIN, WHEEL office.

**FOR SALE** Cheap, a superbly built 50-inch Light Roadster Bicycle (new). Write for full particulars. Arrangements made by which parties at a distance may examine personally before purchasing. Address C. H. DIAMOND, 102 Franklin St., New York.

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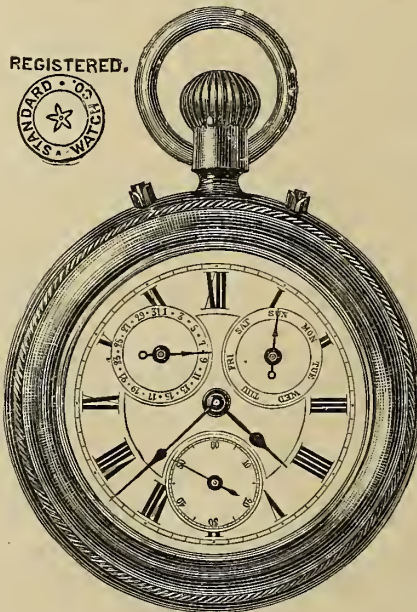
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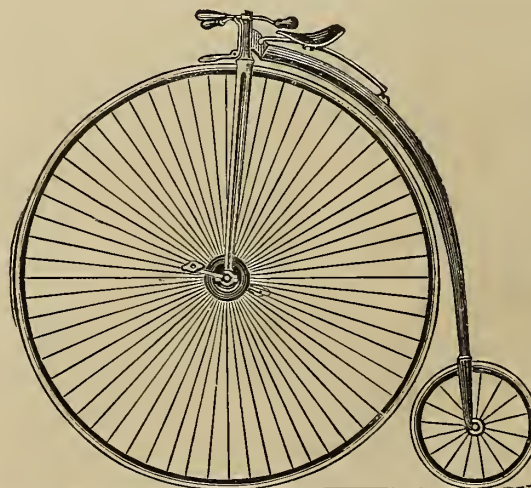
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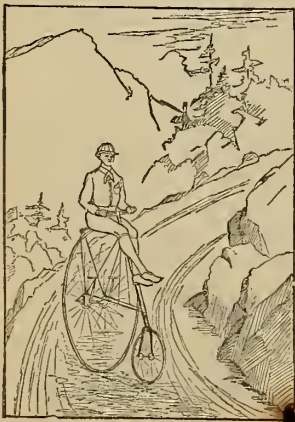
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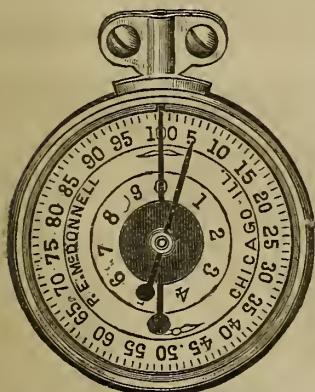
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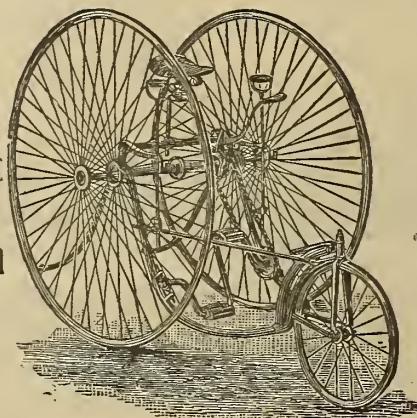


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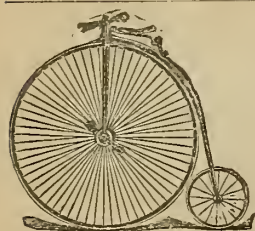
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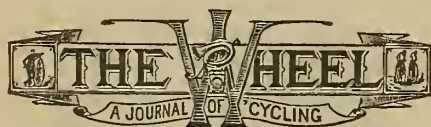
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