

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 10.]

NEW YORK, DECEMBER 6, 1882.

[WHOLE No. 62.]

CONTENTS.

Advertisements.....	7-8
Back Numbers Wanted.....	6
Bicycle Touring Club.....	3
Correspondence—Landisville—Providence—A. S. Parsons.....	5-6
Editorial—Does It Pay?.....	4
Editorial Jottings.....	1-2
Frye Defeats Prince.....	2-3
From the Clubs—Long Island Wheelmen.....	3
Kings County Reception.....	2
League of Am. Wheelmen—Meeting Massachusetts Division—Application.....	3
Meet at Washington.....	6
Wheel Races—Ky. Bi. Club.....	2
What we Would Like to Know.....	7

EDITORIAL JOTTINGS.

There is some talk of a combined race meeting, and exhibition of bicycles, tricycles, &c., at the American Institute Fair building in this city the latter part of January, which may come to something. At any rate such an event would create an interest in wheel circles and form a pleasant niche in bicycling history.

Our friend Woodside, formerly of the Manhattan Bicycle Club, was on the *Devonia*, which arrived the other day with a broken shaft. Woodside is going to San Francisco, and thence to British Columbia. He brings with him the ten and fifty miles championship of Ireland cups, and about thirty-five or forty smaller fry medals.

Mr. Wm. R. Pitman has been elected Captain of the Ixion Bicycle Club.

Wm. Morgan and John C. Prince race for twenty miles, December 9, in the Institute Building, Boston. Morgan receives two minutes start.

"London W." should not be put out because we mentioned who he is. The versatile paper on whose staff he is, disclosed his real name long ago; and the Boston wheelmen as often call him "London W." as "Jo."

The snow storm gives the bi.'s a rest and the machines a chance to be put in order.

The "National" seems to be gaining favor

here as a good Tricycle, and several dealers keep it in stock.

We regret to observe that neither the "Victor" Overman nor the "Vista" Harvard bicycles are yet on the market.

There will be a rush for good bicycles when they do arrive in quantity.

Some straws we have picked up show that the importers will meet the opening spring demand with larger stocks of machines than ever.

The example which the Brooklyn wheelmen have set in opening a co-operative hall for winter practice and club recruits might well be followed in some other localities.

Whatever padding other editors' waste baskets may get in that way, ours is not enlivened by verses on "the beautiful snow."

It is good weather now for a grand meet of bicyclers in New Orleans.

The L. A. W. officers, like Greeley's young man, go West this year,—and seem to be well filled that way, too.

The "Star Bicycle Galop," composed by Charles W. Nathan, is a new piece of music dedicated to H. B. Smith, Esq., and is, as near as we can whistle it, a very lively galop.

The wheelmen had a white carpet spread for them in Washington.

The H. B. Smith Machine Co. have laid out an eight-lap gravel and cinder track for bicycling on the bank of the Rancocus, near their factory.

The L. A. W. board of officers has run upon the Sholes,—as one of our friends remarked.

The amateur question *verses* the English, too.

With them the question seems to be, how to keep out of amateur competition the "amateurs" who ride certain makers' machines to advertise them.

It is thought that these "amateurs" ride for pecuniary profit in the way of "a means of livelihood," and so are professionals in reality.

But the great trouble is, probably, that by constantly riding they acquire that trained skill in the art of winning races which makes the "definition" amateurs want to get them out of the way.

Now that the "American Star" is becoming a competing machine in competitions of feat-riding and racing, another question is likely to arise here.

Is the "American Star" machine a bicycle? Should the rider of it be allowed (if a point were raised on a protest), to compete for prizes in a "bicycle race?"

If so, why might not the bicycler put multiplying gear on his machine; or, in a slow race, have an out-rigged wheel to aid in keeping his equilibrium?

Would an "Otto" (in which the two wheels are in parallel planes), be considered a bicycle?

These conundrums are merely thrown out, in a suggestive way, as a foreshadowing of what may be practical questions before some board of judges next spring.

It was concluded in England that *not* everything which has three wheels is a tricycle; will it be decided that *not* everything which has two wheels is a bicycle?

The "Marine Bicycle," by the way, hasn't any "wheel." But then it goes, and the name goes; and when the two are put together the

machine may go faster. And perhaps we may sometime have a "Balloon Bicycle," and a "Hand Bicycle," and a "Steam Bicycle," etc.

* * *

There was a young man named Frye,
Who rode exceedingly spry;
The amateurs beaten,
With profs. he's competin',
And keeps to the front on his bi.

* * *

To some who have perused our last number it may be apparent *which* "wheel" it is that "turns."

* * *

What new annoyance in the way of delays and disappointments will the makers and dealers in machines "have in stock" for us next spring?

* * *

Mr. E. H. Jewett, the well-known treasurer of the Manhattan Club, sails to-day for Europe in the *Gallia*, of the Cunard line, and will spend six months touring in England and France. His address is Baring Bros. & Co., London.

* * *

We are exceedingly obliged to the prominence given us by that youthful monthly journal, *The Bicycle* (Canada), which has attained its third number. We must thank our cotemporary for the fraternal feeling expressed to its co-workers in the growing field of bicycling journalism. As everyone knows that *THE WHEEL* pays more for postage than it costs to issue our youthful friend, we hardly think it necessary to enter into any controversy on the subject.

KING'S COUNTY RECEPTION.

That well-known and energetic club, the King's County Wheelmen scored another success at their second annual reception, which was held last night at Knickerbocker Hall, Brooklyn, E. D. The Committee of Arrangements, consisting of Messrs. Alex. Schwalbach, John H. Lephart and Frank J. Smith had left nothing undone. About nine o'clock the guests began to arrive, and at ten the strains of the opening march dedicated to the King's County Wheelmen were heard, and about seventy-five couples were soon enjoying the fascination of the dance. Knickerbockers were plentifully sprinkled among the more sober dress suits, and in brilliant contrast to the handsome costumes of the ladies. A number of New York men were present, most of them in uniform. Among the number was the staid Sterry, the versatile Egan, the wily Carter, the don't-you-wish-you-had-as-many-medals Pitman, the modest little secretary Coleman, the brilliant Sanford, the genial associate editor of the *Wheelman*, J. S. Phillips, F. Jenkins of the late Manhattan Club, and M. E. Graves, of Watertown.

The hall was tastefully decorated, and a number of wheels were at one end surrounded by growing plants. The initials "K. C. W." in gas jets impressed the guests by their distinctness. After the second dance some fancy riding was given by Messrs. Ford Mason and Canary.

The latter's feats were loudly applauded. In justice to both it must be said that the slippery floor prevented many difficult feats that the riders are capable of performing. Professor Fred S. Rollinson gave his very amusing exhibition of a beginner learning to ride that convulsed the spectators.

Dancing was indulged in to a late hour, and everybody seemed pleased with the second reception of the K. C. W.

The hall is situated above the rooms of the Brooklyn Bicycle Company, which have recently been opened. There is a good riding hall, ample room for storage of machines, and a billiard room that was well patronized between the intermissions. The president of the company is Geo. T. Brown, and the establishment is managed by G. R. Bidwell.

We are happy to say that there is no foundation for the rumor that there is a split in the club. A few members living at a considerable distance from the headquarters, have joined the new and nearer organization of Long Island Wheelmen, but having also retained their membership in the K. C. W., it cannot be called a split. The writer conversed freely on the subject with many members of the club, and could not discover any signs of a rupture. All seemed on the best of terms, and vigorously protested against the unjust report that has already gained considerable ground. Long may the King's County Wheelmen exist, and we hope to have as pleasant a time at their future receptions as that enjoyed at the one just chronicled.

WHEEL RACES

LOUISVILLE, Ky., Nov. 28, 1882.

The fall race meeting of the Kentucky Bicycle Club was held Saturday night, November 25, 1882, at Exposition building, in presence of about 400 spectators.

The programme commenced with a club drill of eight members in command of O. W. Thomas, Jr. The names of those who participated are as follows: Chas. H. Jenkins, John Adams, F. W. Moran, N. G. Crawford, A. L. Pope, Samuel Holloway, Clarence H. Jenkins. The various movements were admirably executed, as was evinced by the hearty applause. First race (mile dash).—Entries: A. L. Pope, John Adams, S. Holloway; won by A. L. Pope in 3m. 27s.; Adams good second. Next race was to have been a five-mile handicap against Charles H. Jenkins—Jenkins agreeing to give Wm. Franke three-eighth of a mile start. Franke accepted, but did not come to time, although he was in the building.

Jenkins and Crawford ran it as a five-mile scratch race, Jenkins winning in 18 minutes, 21 $\frac{1}{4}$ seconds.

On the last lap of four miles, the two being together, Crawford's foot slipped from the pedal, which gave him a severe fall. In the delay caused by the fall, Jenkins gained a lap ($\frac{1}{4}$ mile). Crawford remounted, and finished the

race, keeping with Jenkins to the close. Result for Crawford, defeat and sprained wrist.

O. W. Thomas, Jr., while executing a difficult feat in fancy riding, fell, and fractured the small bone of the left leg, near the ankle.

This accident is very much regretted. Mr. Thomas is the veteran wheelman of our city, and is one of the most graceful of fancy riders.

Chas. H. Jenkins received the prize for fancy riding. Some of his feats surprised even the boys. He has improved very much lately.

L'ALLEGRO.

FRYE DEFEATS PRINCE.

INTERESTING RACE AT THE INSTITUTE FAIR BUILDING.

About 1500 people attended the bicycle races at the Institute Fair building last evening, a large number of them being ladies. A band of music, stationed in the centre of the hall, added much to the success of the entertainment. The first event was a two-mile amateur race, in heats, best two in three. First prize, a silver pitcher, and second prize a silver cup. The entries were J. W. Wattles, of Boston, E. Burnham, of Newton, R. F. Stall of Boston, G. E. Frye, of Marlboro, G. M. Hendee, of Springfield, W. E. Trufant, of Abington, and W. N. Saunders, of Boston. The last two named did not appear, and the others came to the post in the order named. Burnham took the lead at once, followed by Wattles, Stall, Frye, and Hendee last. Wattles passed Burnham, and at the end of the first lap the order was Wattles, Burnham, Stall, Frye and Hendee. The last named, however, pushed his way to the front and took the lead in the first lap of the second mile, followed by Burnham, Frye, Wattles and Stall. The only change in the next lap was to send Stall again to the rear. Frye passed Burnham in the third lap and tried to pass Hendee, but could not, as the latter was riding well within himself. Hendee, Frye and Burnham were well ahead of Wattles and Stall and finished in these positions. Burnham's time for the first mile was 3m. 22 $\frac{3}{4}$ s. Time of Hendee for two miles was 6m. 50s.; Burnham, 6m. 50 $\frac{1}{2}$ s. Wattles and Stall withdrew in the second heat. Burnham took the lead, followed by Frye and Hendee, and the men were thus bunched for four laps. In the fifth lap Hendee took second position, but lost it in the next lap. In the second lap of the last mile he regained it with ease, and passed the leader, Burnham, without effort, in the next lap, winning by a dozen yards. Hendee's time for one mile was 3m. 49s.; 2 miles, 7m. 10 $\frac{1}{2}$ s.; Burnham, 7m. 13 $\frac{3}{8}$ s.

The next event was fancy riding for a silver cup, entries to close at the post. G. M. Hendee, of Springfield, was the only entry. He gave a very pretty exhibition, displaying several difficult pedal mounts and vaults into the saddle, riding on one wheel without hands on bar, running side saddle, and standing on saddle, and other difficult feats.

The great event of the evening was now called, viz., the match between John S. Prince, professional, and Lewis T. Frye the amateur one mile

champion of last year, and who defeated Vesey, the well-known English amateur, in the ten mile contest last winter. As has already been stated, Prince had challenged any amateur to race him ten miles, and allowing twenty seconds start, and Frye accepted without obtaining the sanction of the League of American Wheelmen, thereby forfeiting his amateurship. Both men seemed in good condition, and expressed confidence in the result, and as they responded to the bell of the starter and took their positions, they made a fine appearance, from an athletic point of view.

Frye rode a 58½ inch Vale racer, weighing 33 pounds, and Prince bestrode a new 53½ inch expert Columbia, weighing 33½ pounds. Frye got an excellent start, his 20 seconds giving him a half a lap ahead of Prince. The latter got a bad send-off, giving Frye still more ground. Frye at once set a rattling pace, and at the end of the first mile had gained 75 yards more than his allowance. Prince reduced this somewhat in the second mile, but in the next Frye had gained 100 yards. The enthusiasm was great, and as each man passed the post he was greeted with cheers and cries of "Prince" and "Frye." At four miles the men were exactly as when they started. At five miles Prince began to gain, amid tremendous cheers. At six miles Prince had closed almost half the gap, and at seven the men were almost together. It now seemed as if it were only a question of how much Prince cared to beat Frye, and he kept a slight lead until the second lap of the last mile, when Frye dashed by him. As the bell rang for the final lap Prince spurred, and both now kept side by side. On the homestretch, however, Frye was seen to be a little over a yard ahead, and he maintained this advantage past the post amid tumultuous applause. As Frye dismounted, he was lifted up by his confreres of the Boston Bicycle Club and his friends, and carried to his dressing-room. Many, however, were not slow in doubting the genuineness of Frye's victory; and, indeed, it is strange that Prince should have been able to be alongside of Frye at seven miles of the distance, and not be able to pass him. The time for the race was as follows;

Miles.	FRYE.		PRICE.	
	Min.	Sec.	Min.	Sec.
1.....	3	9½	..	..
2.....	6	28	..	..
3.....	9	47¾	9	53½
4.....	13	11¼	13	18½
5.....	16	34	16	32½
6.....	20	2	19	34
7.....	23	35	23	20½
8.....	..	..	27	4
9.....	..	..	30	5¾
10.....	33	40½	33	20¾

The timing was scarcely satisfactory, inasmuch as, in a race of this importance, it should have been so arranged that the time of each man for each mile of the race could be taken. The officers of the race, who performed their duties to the general satisfaction, were: Referee, Robert Luce, of the Boston Globe; judges, Abbott Bas-

set and F. B. Carpenter; timers, R. P. Ahl, J. S. Dean and James B. Underwood; starter, F. W. Weston; scorers, Messrs. W. J. Gleason, Keyes and Corey; clerks of the course, H. M. Keyes and J. E. Meilen.—*Boston Globe*.

FROM THE CLUBS.

LONG ISLAND WHEELMEN.—Mr. S. W. Baldwin reports the organization of a new bicycle club in Brooklyn called the Long Island Wheelmen. The officers selected were F. J. Drake, President; H. H. Stults, Captain; L. E. Buchanan, Sub-Captain; L. W. Baldwin (Box 2125, N. Y.), Secretary. An increase of membership in the spring is confidently expected.

League of American Wheelmen



LEAGUE OF AMERICAN WHEELMEN.—Applications for membership should be sent to Fred. T. Sholes, Secretary, Cleveland, Ohio. Membership fee \$1.00 per annum.

BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.
Vice-President—A. S. PARSONS, Cambridgeport, Mass.
Cor. Secy—FRED. T. SHOLES, Cleveland, Ohio.
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Rules and Regulations.—W. H. MILLER, Columbus, O., F. S. PRATT, Worcester, Mass., C. H. LAMSON, Portland, Me.
Rights and Privileges.—A. S. PARSONS, Cambridgeport, Mass., F. T. SHOLES, Cleveland, O., W. V. GILMAN, Nashua, N. H.
Membership.—K. N. PUTNAM, New York, W. F. GULLEN, Brooklyn, N. Y., L. H. JOHNSON, Orange, N. J.
Racing.—S. A. MARSDEN, New Haven, F. JENKINS, Box 444, N. Y., GEO. D. GIDEON, 2,023 Ridge Ave., Philadelphia, Pa., GEO. H. STRONG, Oakland, Cal. J. S. DEAN, 28 State St., Boston, Mass., BURLEY B. AYRES, Chicago, Ills.

TO LEAGUE MEMBERS:

At the meeting of the Board of Officers, held in Boston October 20, it was voted that a "list of candidates for membership and also special notices of league matters" be furnished THE WHEEL, at the same time as the official organ. Members will see that by subscribing to THE WHEEL, they can obtain all the necessary information at a moderate expense.

L. A. W.

A meeting of the officers and consuls of the Massachusetts Division was held at the new Marlborough hotel, Boston, Monday evening, Nov. 27, 1882.

Chief Consul Pratt called the meeting to order at eight o'clock, and stated its object to devise the best methods of increasing the interest in the League, and adding to its membership.

To this end he submitted a letter, addressed to delinquent members throughout the State, urging their renewal of membership, which was adopted, and copies of the same are to be sent at once to all such members.

It was also decided to send circular letters to the consuls for distribution to the non-League members.

The chief consul was instructed to apply for an appropriation from the L. A. W. treasury, to meet the expenses of this Division.

Mr. Hill reported for the Committee on Guide Boards, advocating the adoption of the "fish tail" board, the ground color to be white with black lettering.

The report was accepted, and the form adopted, also a vote passed to recommend the same design for adoption by the L. A. W. as a whole. Voted to employ the safety, danger and cautionary signals as reported by the committee, and to have cuts of the same prepared for publication.

The chief consul was instructed to prepare a circular embodying these signs, and such other matter as is deemed advisable by him, to be sent to the Massachusetts members.

The Chair, with Messrs. Clark and Hill, were chosen a committee to draft a constitution and report at a future meeting. Consul Tolman was instructed to have manufactured one hundred (100) guide boards, and to distribute the same to the State officers, under the direction of the chief consul.

Present at this meeting—Messrs. Pratt, Clark, Shillaber, Williams, Hill, Kendall, Dean, Everett, Burbank, Tolman, Parker, Ide, Wing and Whitaker.

Respectfully,

F. P. KENDALL,

Massachusetts Division.

Secretary.

APPLICATIONS.

Editor of the Wheel.—The following applications for membership in the League of American Wheelmen are received, and names are sent you for publication. Yours, very truly,

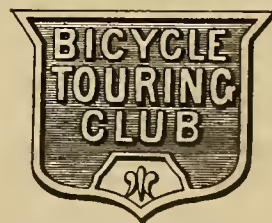
FRED. T. SHOLES,

Cor. Sec'y pro tem.

P. O. Box 93, Cleveland, O.

WORCESTER—ÆOLUS WHEELMEN.—Frank P. Kendall, P. O. Box 889, Worcester, Mass.; Frank E. Higgins, 284 Main street, Worcester, Mass.; Charles Bruso, 23 Webster street, Worcester, Mass.

UNATTACHED.—Ed. C. Wilson, Olney, Ill.



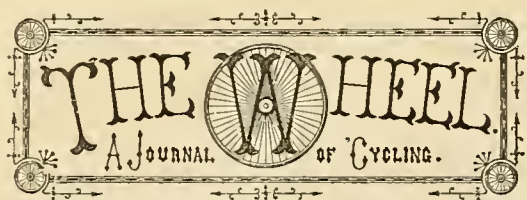
Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees \$2.50, which includes silver badge. Annual dues 75 cents.

NAMES FORWARDED FOR MEMBERSHIP.

A. L. WOODMAN, Devonshire St., Boston, Mass. H. M. WOOD, Worcester, Mass. LOUIS R. HARRISON, 26 Boylston st., Boston, Mass.; E. H. SHRIVER, Box 206, Baltimore, Md.; G. F. HARTWOOD, 387 Main st., Worcester, Mass.; ALFRED ELY, 11 Granger St., Cleveland, O.

RENEWAL.

CHARLES E. PRATT, Norfolk House, Boston, Mass.



The Official Organ of the Bicycle Touring Club in America.

FRED. JENKINS, - - - Editor.
EDWIN OLIVER, - - - Business Manager.
CHAS. E. PRATT, - - - Editorial Contributor.

SUBSCRIPTION PRICE, - - \$1.50 A YEAR.
EUROPEAN SUBSCRIPTIONS, - 8 SHILLINGS.

PUBLISHED EVERY WEDNESDAY MORNING
BY THE
WHEEL PUBLISHING COMPANY.
P. O. BOX 444.

Entered at the Post-Office as Second Class Matter.

NEW YORK, DECEMBER 6, 1882.

TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidentially) full name and address with *non 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. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

All letters relating to subscriptions, advertisements, etc., should be addressed to Edwin Oliver, Business Manager of THE WHEEL, Box 444, New York.

DOES IT PAY?

Thanksgiving Day has marked itself in the pages of bicycling history by a no less important event than the transfer of an amateur (ex-champion Lewis T. Frye) to the professional ranks.

Mr. Lewis T. Frye has been prominently to the front in nearly all the races in the vicinity of Boston during the past two years, and won his way into popular fame as a "flyer" by the ease with which he captured the mile championship of the League in New York City, October 6, 1881, winning against Johnson, Woodside and Lafon in 3 minutes, 12½ seconds. His next race of importance was a ten mile scratch race with Vesey, at the Institute Fair Building, Boston, January 14, when he easily defeated the Briton in 35 minutes, 44½ seconds, which time remained the amateur record for that distance until the arrival of Moore in this country, when it was lowered to 33 minutes, 34 seconds by him at Beacon Park, September 13.

Lately, John S. Prince, the professional, who is undoubtedly the fastest of his kind, issued a challenge in which he offered to give any one, amateur or

professional, a start of twenty seconds in a ten mile race. Frye was not slow in accepting the same, and made a deposit at the office of the Boston *Globe* to bind the contract.

The question of his amateur standing was immediately raised, but the managers endeavored to obtain the League sanction to the race in hopes of saving Mr. Frye's position in the bicycling community. The Racing Board very properly declined to grant their approval, and the race was run without it, Mr. Frye evidently preferring to run for money rather than remain an amateur.

Now the question naturally arises, Does it pay nowadays to become a professional? Are there enough races on hand to support a man, and yield him an income equal to that he could obtain by an ordinary business career? We are afraid not. We are inclined to think that if Mr. Frye is in hopes of enriching himself in the professional ranks he will be disappointed. Very probably he will not relinquish all other business until the field of professional bicycle racing has been enlarged beyond its present limited scope.

On the other hand it is better that as we have got to have professionals it is more preferable that they be fast men like Frye, than as the average professional in this country, whose performances do not by any means equal those of amateurs. Professionals will multiply as the sport increases, and no doubt their races will be as interesting and draw as large a crowd as those of amateurs. Now that the N. A. A. A. have passed or amended the rule allowing professional events to be part of the programme of an amateur meeting, and the League having already done this, and as the professional ranks improve we see no reason why it should not be made an interesting feature to our great meets to give a professional handicap event. Bicycle races are more exciting on account of the speed and closeness of a race, than on account of the men who participate. One of the most interesting races we ever witnessed was the ten mile race between Prince and Keen, which promises soon to be repeated if we can believe current reports.

But the great difficulty of professional contests, is the fact that they are not all genuine. We regret to chronicle the fact that the late race was not entirely free in this respect, if we can take the statement of a Boston daily paper. One account reads that it was openly expressed that the race was fixed, and the time made rather strengthens the impression. True, the time made by Frye, was much better than that shown by him nearly a year ago, but a glance at Prince's record tells a different tale.

In his race with Keen, January 14th, 1882, he covered the distance in 33m. 5s. Since then he has constantly improved, until on May 25th, his time for the same distance was 32m. 56¼s., and it is a noticeable fact that he has improved in every race. His time last Thursday was 33m. 20¾s., nearly 25s. slower. This may be explained by want of training, but we were not aware that Mr. Prince did otherwise than race, train and instruct others, and hardly think he would let anything interfere with the prospect of making a "pot," unless sufficient inducements were offered. Then again we are told that he made up his handicap at the end of the seventh mile, and passed to the front at the commencement of the eighth. Those who have seen Prince, and know his tactics, will have hard work to believe that he could have maintained his position. Perhaps we are wrong, and perhaps it was a square race. We sincerely hope it was. We are not ready to believe yet that Mr. Frye would lend himself so readily to professional ways. We shall look to the future races of the pair for confirmation of what is at present a mere report. Still it is an ugly report, and one that does not add a high flavor to the "profession." Perhaps it will pay Mr. Frye to continue his course, but it certainly looks bad to have his first race tainted with anything other than fairness, and we hope his future course will be fair and above board.

We are sorry to lose him from the amateur ranks, as are doubtless many others, and we sincerely hope and think that by acquisition of Mr. Frye, the professional races will in future be productive of lower records and better racing.

CORRESPONDENCE.

LANDISVILLE, Pa., Nov. 28, 1882.

Editor of The Wheel—Bicycling will now be on a standstill in our section. Yesterday and on Sunday we had snows. On Sunday your correspondent and J. B. Hershey, of Salunga, tried the 'cycle in two inches of snow on a spin of fifteen miles! The snow came from the southeast, and our route westward on the Harrisburg pike. The sport was indeed fine, the wheels going smoothly, but often twitched or slipped a little for us. Near Mount Joy, as we were speeding over a fair stretch at a fair rate, suddenly my friend flew upward and came headlong to the snow. I alighted and found him picking his wheel up, not much the worse for the adventure, save a small rent in his pantaloons at the knee.

There was quite a different aspect of affairs when we turned our course for home. Just imagine a heavy snow storm, with plenty of wind, blowing against us, and several inches of snow to wheel through! Fun? We went through it, too! And it being our first experiment we highly appreciated the novelty of the ride. Arriving home we inwardly agreed 'twas well enough for an experiment, but one was enough for several reasons.

The Lancaster City and Marietta Clubs will go to Washington meet. I was at the Philadelphia meet, but will not get to the Capital. Landisville has six wheels, and will have more in the spring, when a club is expected to be formed.

Last Friday evening at the meeting of the Landisville Literary Society, the following question was discussed: "*Resolved*, That bicycle-riding is more conducive to health than horseback riding." The debate was highly amusing and interesting. The bicycle friends were: J. B. Hershey, D. B. Landis and J. H. Reitzel. The question was decided by the house in favor of the affirmative. Hurrah!

Martin Rudy's riding school at Lancaster is practically closed for the season. Mr. Rudy sold quite a number of machines this season.

More anon.

DAVY DERBY.

Editor of the Wheel:—Providence is rather behind hand in bicycling, owing principally to its rather indifferent roads and lack of places of entertainment in its suburbs, or at suitable distances from the city, to make a ten or twenty mile run attractive; a very pleasant ride, however, may be taken to Pawtucket, which is some four or five miles distant from the city, and which, by the way, has the distinction of being the largest town in the United States—one can always be sure of finding the roads in that direction in good condition—the roads and scenery on what is called the Swan Point road being among the best.

There is but one really active Bi. Club in Providence, and although there are supposed to be four or five different organizations of the kind in the city, the writer does not recollect of ever having seen more than two members of any other club together.

The Providence Club held its annual meeting and dinner on Saturday evening last, and had a very enjoyable time; the following officers were elected for the ensuing year:

President—W. P. Anthony.

Captain—A. J. Reeves.

Secretary and Treasurer (Election postponed).

Lieutenant—F. D. Livermore.

Guide—C. T. Grammont.

Bugler—T. W. Childs.

I would like to say a word or two in regard to the proper size of machine to be ridden to advantage.

A great many cry small wheels, but I contend, and have proven practically to my own satisfaction that the wheel should be as large as can be reached without the treadle leaving the ball of the foot. When the crank is at right angles to the leg is the time when the force applied has the most effect, and in riding a large wheel is just the time when the leg is in the position to do the most work; in my own case, I ride a fifty-six inch wheel, and my pants leg measure thirty-two and one-half inches. I have always ridden with my treadles way in, and I well remember a run from Providence to East Greenwich with a party of eight, being the only one to ride every hill without a dismount, and there are some pretty stiff ones, too.

PROVIDENCE.

Editor of The Wheel:—I take it that you do not wish to impair the interest and usefulness of your paper by giving much of your space to the little "unpleasantness" in this vicinity.

You have been kind enough to say some very spirited words in my defence, but I have not felt it worth while to notice statements affecting me personally, save to correct a most unjust misrepresentation concerning the report of the officers' meeting. The anxiety of the editor of the *Bicycling World* to pose as a martyr, got the better of his memory as to facts, and his sense of fairness.

It is from a feeling expressed by many of my correspondents that the weekly reiteration of "insidious and underhanded" flings and insinuations aimed at the League, in the correspondence, editorials, "cycling news," and "current cal"-umnies of the *Bicycling World* may damage the League, that I am desired to say a few words in your columns.

A fear of the influence of "the Popes;" a habit of ascribing political and religious movements to their machinations, and fanatic appeals to the faithful to beware of their power, are not new. The history of Protestantism is full of examples, but no protestant fanatic ever went so far in this direction as the *World*.

The reader of that paper, for the last few months, who innocently believed all he read, would indeed have a most exalted idea of the powers of the Popes. He would have learned that they ran not only their own business, but the League Convention at Chicago, the officers of the League, the Mass. Bi. Club, THE WHEEL, and the *Wheelman*; and he would more than suspect that they controlled the Tariff Commission—if not the tariff of the United States itself—and also the

Patent Office. He would be surprised to find that whether it be at a Convention of several hundred delegates at Chicago, or at a quiet meeting of a Board of Officers in Boston, every move was made in response to their nod, and scarcely a man dared say that his soul was his own.

Now it does not seem necessary to inform the readers of THE WHEEL, that in all this the *World* is either deluded, or is attempting to delude. The thousands of members of the L. A. W. have opinions of their own, and send delegates and elect officers who are men of independent views, and are able to express them. Whatever action has been taken at Chicago, or at Boston, has been taken because a large majority of those present honestly believed that it was for the best interest of bicycling that such action should be taken. The Pope of Boston has had little more to do with it than has the Pope of Rome.

The *World* offers a gratuitous insult to the officers of the League, as well as to the intelligence of its readers, when it states that the late officers' meeting was controlled by the Pope Manufacturing Company.

I affirm that not an act in that meeting was instigated by them, and that their wishes in regard to any move made there were hardly thought of. Personally (having made one or two motions there), let me say that they never solicited my support of, or even suggested to me, any motion which I made. As for Col. Pope, I had scarcely seen him since the Chicago meet, and neither there nor here was any action of mine inspired by him. I believe the same thing is true of all the other officers.

As to the amendment to the rule defining amateurs, my views have been well known for a long time; and had I not been out upon a committee, I should have moved its amendment at Chicago. I recognize fully, that there is room for two opinions upon the subject. Secretary Putnam feels strongly the need of a stricter rule, and was conscientious in his resignation; but I am convinced that if properly set before them, the amendment would be favored by more than two-thirds of the members of the League.

By the way, no rule was "abolished," as some seem to suppose. Rule 21 was simply amended so that the fact that a person had sometime happened to teach somebody else to ride a bicycle should not, whether or no, render him ineligible for membership. As amended, it rests with the Membership Committee to decide whether a person has taught bicycling sufficiently to be considered a professional.

Now, as to the Massachusetts Bi. Club. A more independent body of men, as I happen to know, seldom gets together. The seventy gentlemen composing it, whose ages average over thirty, and many of whom are well known in business and professional circles in Boston, could no more be controlled by a few leaders, than could the Senate of the United States. "A Massachusetts Man" admirably stated the feeling of the club in THE WHEEL of November 8.

The club is proud to count among its members

the President and Secretary of the Pope Manufacturing Company, whose outer guise and far-seeing plans have done more than anything else to extend the use of the bicycle in America; and the principal fault they find with them is, that they do not take a more active interest, and are not oftener at the meetings. "The Popes" have erred, if at all, in being *too* cautious not to take part in any action which might seem likely to affect their interests.

If those who read the *World* will but remember that its publisher and "the Popes" had a foolish little quarrel, and will realize that a systematic effort has been made by the *World* to magnify its proportions, and to drag in the Boston and Massachusetts clubs, and the League, as participants, they will arrive at a much better understanding than they will by simply reading and swallowing all that the *World* says. Let them bear in mind, also, that the League is controlled only by its members, and that it deserves the cordial support and co-operation of every bicyclist in America. ALBERT S. PARSONS.

BACK NOS. WANTED.

Copies of Vol. III, No. 4, published Oct. 25th, No. 6, November 8th, No. 7, November 15, No. 8, November 23, 1882, are wanted to complete files. Address THE WHEEL, box 444, New York.

THE MEET AT WASHINGTON.

It was close on the hour of twelve, when a party of young men enveloped in ulsters, from beneath the tails of which protruded improbable calfs, were seen to cross the Pennsylvania ferry, on their way to the depot. Each man rolled a glittering wheel and engineered his way skilfully through the enquiring crowd, apparently bent on one object, and that to reach the special car that was to convey the New York delegation, with their friends, to the great meet at Washington.

Arriving at the depot, the wheelmen, who numbered thirteen, deposited their hand-bags in the sleeper, and then turned their attention to storing the wheels. Among the number were E. Stewart Sumner, Chas. C. Godfrey, Frank Sammis, Herbert M. Knapp and W. W. Lathrop, all members of the Pequannock Club, of Bridgeport, Conn.; F. T. Davis and Arnold E. Fauquier represented the Mt. Vernons; Mr. Griffiths the Mass. Bi. Club; the Ixions turned out in force, in their new uniform of dark green, and were under the command of Captain Pitman. The other members were B. G. Sanford, P. M. Harris, Frank Howard, and the Manhattan Club delegate was the editor of THE WHEEL. The racer, Pitman, was immediately put to bed, and the others amused themselves until 12:15 when the train moved out of the long depot, and the trip was commenced. On reaching Baltimore, the outlook was dismal enough, and the two inches of snow that had fallen during the night hardly improved the spirits of the party. At Washington the wheelmen were met by the genial Vice-President of the Capital Club, Leland Howard, and taken to the old Court House, where the

wheels were stored, and the party proceeded to the National Hotel—where quarters had been secured—and the hungry travellers soon disposed of a substantial breakfast.

After the meal, it was announced that the meet had been postponed until Thanksgiving Day, and a number set out to inspect the different government buildings, the first one examined being the National Museum, which, though still incomplete, is an immense building, covering over two acres of land, and contains the art treasures of the United States, many of which were presented to the government by various nations at the close of the Centennial Exposition, and are valued at over \$800,000. Almost half an hour was consumed in looking at the curiosities; but as time was limited, the wheelmen turned their steps in the direction of the Smithsonian Institute, but a few steps distant. This building is very large, and was completed in 1856, at a cost of over \$450,000, and is surrounded by about fifty-two acres of beautiful grounds, tastefully laid out. Time, of course, did not admit of detail investigation, much as we wished it, and as there were many points of interest to be seen, the Department of Agriculture was next inspected and hurriedly passed through. From there to the Bureau of Engraving and Printing was but a short walk, and the numbers were swelled by the Baltimore and Philadelphia delegates. After registering, the party were divided into squads of six, and under the direction of an efficient guide, were conducted over the building where the process of engraving and printing United States bonds, notes, national-bank notes and internal revenue stamps, was explained at length. This was to us very interesting, and we felt well repaid for our trip. The Washington Monument, which is in process of construction, was admired at a distance. The shaft has, at the present writing, been raised 330 feet, and, when finished, will reach a height of 550 feet.

After lunch, the wheelmen assembled at the headquarters in the Le Droit building, where the chances of the races for the next day were discussed. The President of the Club, Mr. C. E. Hawley, stated that it would be impossible to get the track in suitable condition, and it was an open question as to whether it would be advisable to hold the races Saturday, or postpone them until some time next May, when, perhaps, an effort would be made to have the League meet at Washington, and run them in connection with the same. He desired the visiting members to express their opinions, as the resident club wished all to have a voice in the matter, and then all would be satisfied. After a discussion, it was unanimously voted that the races be postponed until next May.

The wheelmen then broke up into small squads, and visited the Garfield Memorial Fair, being held at the Capitol, and spent a very enjoyable afternoon. In the evening the wheelmen assembled at the headquarters and marched to the Riggs House, where, at the invitation of the Capital Club, about one hundred sat down to a well-served dinner. After the board was cleared

President Hawley claimed the guests' attention, and introduced Captain Lewis, of Philadelphia, who presented the Capital Club with the set of colors won by them in the club-drill competition at the Bi-Centennial, at Philadelphia. They were received by Captain Fowler. Mr. Pitman was then called upon and responded for the New York men, thanking the Capital Club for their many attentions, and hoped that at the next meet the clerk of the weather would be more considerate. He was followed by Captain Trego, of Baltimore, who amused the guests in his usual happy manner. President Hawley then responded for the Capital Club, thanking the visitors for their universal good feeling which they showed in sharing the disappointment the home club felt at the termination of what promised to be a most successful meet, and extended the hospitalities of the Capital Club to all wheelmen who should have occasion to visit Washington in the future. He was followed by Mr. L. W. Seely, who echoed his sentiments, in a neat speech. The editor of THE WHEEL followed with a few remarks, and Col. Seely, on behalf of the Committee of the Garfield Association, thanked the visitors for their attendance.

Dr. A. G. Coleman, of Canandaigua, New York, was the next speaker, and referred to the pleasures of the wheel in touring, touching upon the lengthy trip recently made by him and a party of Rochester wheelmen, and spoke of the interest, amounting in many cases to enthusiasm with which the wheel was received in places where it was comparatively unknown before. Col. Pope, of Boston, then made a number of appropriate remarks that were well received. He was followed by Mr. Phillips, of the *Wheelman*, who referred to the pleasures of his visit in fitting terms. Mr. Garvey, of St. Louis, then made an excellent speech, in which he touched upon the early history of the bicycle in this country, going back as far as the Centennial at Philadelphia, when he rode one of the few bicycles exhibited there. Mr. Pennell, of Philadelphia, then took up the same theme, stating that he had also attempted a mount at that period, but without the happy experiences of the former. Mr. Hall, of Smithville, N. J., was then called upon, and responded in fitting terms. He was followed by Mr. Griffiths, of the Mass. Club. This ended the entertainment, and in close marching order the wheelmen, escorted by the Capital Club, repaired to their separate hotels.

THE PARADE.

The next morning, Thanksgiving Day, the streets and avenues were alive with wheelmen on their way to the Capitol, from which point the parade was advertised to start. The streets had been cleared of snow, and the line was formed about eleven o'clock, under command of Capt. E. H. Fowler, with the following marshals: Jo. Pennell, Germantown, Pa.; Sam. T. Clark, Baltimore, Md.; Fred Jenkins, New York; Dr. A. G. Coleman, Canandaigua, N. Y.; A. M. Hall, Smithville, N. J.; and Lieu. Griffiths, of Boston, Mass. The route led over six miles of the delightfully paved (?) concrete streets, and

ended at the rooms of the Capital Club. Over 170 men were in line at the start, and about three-quarters of that number finished. In the afternoon there was an exhibition of fancy riding by H. W. Tufts, of North Attleboro, Mass., Bert. Pressey, of Smithville, N. J., on an American Star, and Rex Smith, of Washington, D. C. It was a very interesting exhibition, and many new "points" were shown. Mr. Tufts had been sick the night before, and his nerves seemed rather gone. Rex Smith was awarded the prize, and it was well earned. His latest and most startling exhibition consists in removing the backbone and hind wheel, and substituting a backbone about one foot long with a saddle, and then riding on one wheel. It is claimed that he has ridden a quarter of a mile that way in the streets. The drill was abandoned on account of the crowd closing in on the reserved space and preventing any manoeuvres. This closed the formal part of the celebration, and the wheelmen were then left to do as they pleased. Many left for home that afternoon and evening, and all seemed well pleased with the trip.

Our thanks are personally due to Leland Howard, L. W. Seeley, C. E. Hawley, E. H. Fowler, Max Hansmann, Howell Stewart, and many others of the Capital Club, for their unremitting kindness and attention from the moment we arrived to the time of departure, and the writer trusts that it will be his good fortune to renew the many pleasant acquaintances formed at the meet. We trust it will be the good fortune to be able to hold a meet in New York, and then we hope to extend as warm a welcome as all the visiting wheelmen received in Washington.

What we would Like to Know.

When the cards will be out, Jarge?

What the difference is between an editor who writes over a *nom de plume* and a correspondent?

Why the Racing Committee should sanction a race between an amateur and professional?

Why the committee should sanction a race got up by outside speculators and not given by an authorized club?

Why the people who argued in the papers that it should be sanctioned, and citing the soli-

tary cases of Falcomer *v.* Cooper and Cortis *v.* Keen, do not remember that those races were given by the Bicycle Union, and the proceeds helped to swell their treasury and not the pockets of Fair managers?

Whether the addition of men like Frye to the ranks will not make professional races more interesting in future?

Why the hundred dollar cup was not changed to a bank note?

Whether the citizens' quartette will not prove an addition to that excellent organization?

Why President Egan didn't go to Washington.

If the old Vet. didn't have a better time than anybody else.

Why Bennie Sanford wears a League badge.

If Bennie isn't going to join the League.

Whether there is another club, numbers considered, more energetic than the Ixion.

Why they don't join the League in a body.

If the Citizens' haven't the best club rooms in the State.

Whether they will give a housewarming when their rooms are completed.

Whether Mr. Book is satisfied with the nickel on his Harvard.

If any dealers do better nickeling than Carter and Sterry.

What Colonel Pope thought of the Citizen's new rooms.

Whether we shall get the park if the League meets here next spring.

Whether our news columns this week will satisfy the critical reader?

Why all bicycle agents do not subscribe to THE WHEEL?

SMOKERS' ATTENTION!!

THE Handy Cigar or Cigarette Holder, is just the thing for bicycle riders. Is neat, and makes smoking on the wheel a comfort. Finished in silver, 12 cents, and gold, 15 cents. Remit in three-cent stamps, and state whether cigar or cigarette holders are wanted. A liberal discount to agents. Address,

WHEEL PUBLISHING CO.,

Box 444.

NEW YORK.

THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

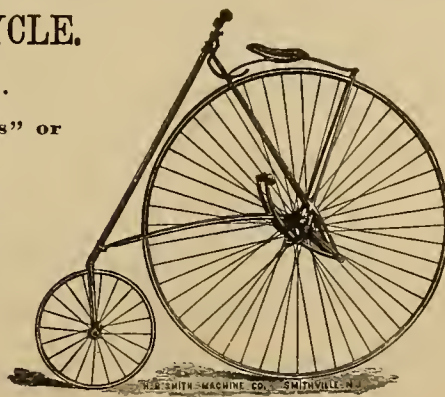
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



ARCHERY AND TENNIS NEWS.

The only journal devoted to these two pastimes. Published Semi-Monthly from June to December, and Monthly from December to June.

TERMS, \$1.50 A YEAR.

Address all communications to

ARCHERY AND TENNIS NEWS,
P. O. Box 1030, New York City.

THE EDITOR

—OF—

The Wheel*

WILL SELL THE

50-inch

NICKELED HARVARD,

RIDDEN BY HIM,

FOR 110 *DOLLARS*

For Particulars, Address,

FRED. JENKINS,

Box 444.

NEW YORK.

H. B. HART,

813 Arch St. Philadelphia.

Harvard, British Challenge, Columbia
AND OTHER BICYCLES.

Second-hand Bicycles at low prices. All sizes on hand
Send for Price-lists.

LOST.

A 52-in. Standard Columbia Bicycle

WITH PARALLEL BEARINGS,

Numbered 4483.

Loaned, October 27th, to a man giving
his name as W. E. Nickles, of
West Medford, Mass.

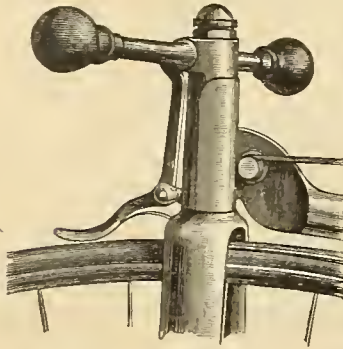
Any one giving information that will lead to its recovery will be suitably rewarded.

The Pope Mfg. Co.,
597 WASHINGTON ST.,
Boston, Mass.



THE
CALIGRAPH.

THE BEST WRITING
MACHINE in the
World. Send to AMERICAN
WRITING MACHINE COMPANY
Manufacturers 213 W. 31st Street,
New York, for illustrated
Catalogue.



THE PEOPLE'S CHOICE.

An old Bicycler, in a recent article in *THE WHEELMAN*, incidentally writes it down thus:

"The general interest of Wheelmen as to prices and machines is in obtaining,

(1.) The most effective machine, (2) at the least trouble, (3) at the lowest price, and which (4) will, in use, put the owner to least expense and inconvenience for care and repair, and which, 5) as controvertible property, retains its value best when one may wish to part with it, or as an alternative, will serve him longest in use."

It is upon just these points that we now challenge examination of our Bicycles, and upon this issue, any jury empanelled from the thousands now riding our

EXPERT COLUMBIA AND STANDARD COLUMBIA BICYCLES!

would find a verdict in our favor. We send on application, (accompanied by a three-cent stamp), to any address, a fine illustrated catalogue, and other information concerning Bicycles, Tricycles, and all the usual accessories.

THE POPE MANUFACTURING CO., Manufacturers,
597 Washington Street, BOSTON, MASS.

THE WHEELMAN.

The finest monthly publication in the world devoted to the interests of the bicycle. It contains 80 pages. Is typographically and artistically equal to the best literary magazines. Contains able articles by the leading wheelmen of America and England. Gives a monthly *resume* of all important bicycling events. It has already secured an able corps of artists and writers. Will furnish an exceedingly interesting selection of cycling sketches, stories, poems, engravings, and novels. \$2.00 a year; 20 cents a number. *Agents wanted everywhere* on liberal cash commissions to canvass for the magazine.

S. S. Mc CLURE, { Editors *Wheelman*.
J. S. PHILLIPS, {
608 Washington Street, Boston.

PHILADELPHIA WHEELMEN

CALL AND SEE

The "American Sanspareil" Bicycle,
The "American" Bicycle.

A. G. POWELL & CO.,
218 S. Tenth St.,
PHILADELPHIA, - - PA.

COLUMBIA
Bicycle School and Salesroom,
214 & 216 East 34th Street.

A FINE LARGE RIDING HALL, WELL
HEATED AND GOOD INSTRUCTION.

SEASON TICKET, \$5.00,

May be applied toward purchase.

A COMPLETE STOCK OF
BICYCLES,
TRICYCLES, AND
SUNDRIES,
CONSTANTLY ON HAND.

Also, PARTS FOR ALL THE COLUMBIAS.

Open from 8.30 A. M. to 10 P. M.

VISITORS ALWAYS WELCOME.

GALLERY FOR LADIES.

ELLIOTT MASON,
MANAGER.

LEAGUE of AMERICAN WHEELMEN

EXACT SIZE.



Pat. Sept. 13th,
1881.

Handsome Gold Pins, with garnet stone centres, \$3.50 and \$5.00 each, up to \$7 and \$8 for *extra finished* settings, and a small sized enameled badge, \$2.50.

A discount to Clubs taking a quantity. Terms Cash. Send orders to
C. H. LAMSON,
Portland, Maine.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles,

Established under the firm name of Cunningham, Heath & Co., in 1877; changed to Cunningham & Co., in 1878; and incorporated a Joint-Stock Company under its present title in 1881.

Principal Offices and Salesroom, ODD FELLOWS' HALL,
BOSTON, MASS.

Chicago Address, 108 Madison Street, Chicago, Ills.

A. G. SPALDING & BROS.,

Sole Central Agents for the North-western States.

COVENTRY, ENGLAND, (Baylis, Thomas & Co.)	LONDON, ENGLAND, (Surrey Machinist Co.)	BIRMINGHAM, ENGLAND, (Thos. SMITH & Sons)
THE "HARVARD," ROADSTER AND SEMI-RACER.	THE "YALE," ROADSTER, LIGHT- ROADSTER AND RACER.	THE "SHADOW," LIGHT ROADSTER.

Direct importers of the "SPECIAL TIMBERLAKE," the "LONDON," the "STANLEY," the "MATCHLESS," and all other absolutely first-class ENGLISH MACHINES. Harrington's CRADLE SPRINGS, Nash's Patent RUBBER HANDLES, Joseph Lucas's Celebrated LAMPS, Lamplugh & Brown's SADDLE BAGS, etc. Butler's RAT-TRAP PEDAL SLIPPERS, Hancock's Patent TIRES and PEDAL RUBBERS, Thompson's CYCLOMETERS, the "L. L. C.," and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three cent stamp to either of the above addresses for our Illustrated Catalogue.

SCHUYLER & DUANE,
Importers and Dealers in Bicycles,
189 BROADWAY,
NEW YORK.

SOLE UNITED STATES AGENTS FOR
The Coventry Machinists' Co's
BICYCLES
AND TRICYCLES.

The "American Club" Bicycle.

The "Cheylesmore" Tricycle.

Nickel Plating, Painting and Repairing.