

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 13.]

NEW YORK, DECEMBER 27, 1882.

[WHOLE No. 65.]

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Editorial Jottings.

Mr. S. S. McClure, managing editor of the *Wheelman*, is dangerously ill with typhoid fever.

* * *

That was a nice race at Chicago between Brown and Conkling on a pair of 60's. It was no harm for the American Wheel to come again to the front. (We refrain from naming the winning machine, with a bow to our esteemed Eastern contemporary.)

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From the success of some of our Amateur dry-plate workers in reproducing bicycling scenes and in adorning club rooms, it would seem that they might become useful as well as ornamental.

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We suggest that, in addition to the present usual officers, there be elected a club photographer.

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We have seen an amateur photograph of a new machine, to be on the market in the spring, and to be called the Columbia tricycle.

* * *

The holidays are coming, and with them the end of the year. It will be a time for new resolutions and new deals.

* * *

"Now boys," as Parsons says, "let's swear off." There's hardly one of us but has some



Capt. N. M. BECKWITH.

President Miller (Box 245, Columbus, Ohio), has sent us a very life-like picture of himself mounted, which is the best bicycle photograph we have ever seen. The position is a novel one, and as that gentleman is willing to exchange with his fellow-wheelmen, it is a suitable opportunity to become acquainted with the genial features of the President of the League of American Wheelmen.

* * *

The number of applicants for membership in the League, at this dull season of the year, is gratifying. The League, as the National Association, must always receive our first attention, and as Treasurer Gilman aptly expresses it, if after supporting the League, we wish to aid such sister organizations as the B. T. C., or the B. U., we "cast our bread upon the waters," as one who subscribes to his African or Indian Missionary Society, not expecting any immediate returns, but to encourage the good work.

* * *

little folly or other that we could leave off and be the better for it. It's a good time to repent, and rub off old scores, and shake hands.

* * *

Around Christmas time the notice of Bro. Lamson's League pins fill an appropriate niche among the thoughts of what we shall give our brother wheelman for Christmas.

* * *

The Combination offer of the *Wheel and Wheelman* at \$2.50 is also a useful present and one that always keeps the donor in mind.

* * *

By the way, that energetic and enthusiastic official Treasurer Gilman of Nashua, is evidently intending to keep the ball rolling, and the interests of the League constantly before the public, and his good example leads us to hint that we should be glad to hear from other League officials.

The very open winter we have had in this and neighboring localities, has been the subject of general remark and universal satisfaction. The roads have been fine, and Christmas Day was eagerly embraced as a holiday, for impromptu runs.

* * *

In reference to a meeting held at Springfield, Ill., concerning the "interests of permanent roads," the *Northwestern Christian Advocate*, whose editor is an enthusiastic wheelman remarks that:—"Some sober people laugh at the bicycle rider who must have hard, smooth roads, but this very growing demand for better highways is owing in part to the rapidly increasing army of bicyclers. The demand is not for the sake of the bicycle, but because of the increased thought on the general subject of transportation by animal power to which the business man, because he is a bicyclist, has contributed. There

are, say, fifteen thousand bicyclers in the land, whereas in England there are a quarter of a million. The fact is quoted here chiefly because it shows what English roads are.

Prominent Wheelmen.—III.

CAPT. N. M. BECKWITH,
Citizen's Bi., Club, L. A. W., B. T. C. &c., &c.

Although there are perhaps others among the frequenters of the racing path who have pedalled their way into prominence, or by their active work have made themselves conspicuous in League affairs, who would be entitled to an early mention in our list of "prominent wheelmen" whose portraits we shall produce from time to time in THE WHEEL as circumstances permit, yet we feel that we do no one an injustice in bringing before the public a man who though a new rider has by his quiet and unassuming ways, his unbounden enthusiasm and untiring work, already placed himself at the head of the list of popular as well as prominent New York Wheelmen.

Dr. N. M. Beckwith for years past has held the honorable position as secretary in Company B, of the Seventh regiment, and has been well known in athletic circles, at one time being a member of the celebrated Seventh Regiment tug-of-war team that carried every thing before it and who held the championship for several years. He is also corporal in his company, which is the largest in the regiment.

It was not until April of this year when the riding school presented a suitable opportunity, that our friend turned his attention to bicycling, and having mastered the mysteries of the wheel, it became a conundrum to procure a wheel suitable in size for him. Standing six feet three inches with an almost unlimited leg measurement the reader can readily imagine the difficulties presented. The 60 inch Columbia built especially for Wm. M. Wright and which will be remembered was well to the front in the League parade, served as a temporary mount, but as a 63 inch is needed it is soon to be disposed of. Unlike most aspirants for big wheels, the Doctor has ample strength to propel the same, and when we remark that his fourth road ride was to Tarrytown and return in a day, a distance of over 54 miles of hilly roads, the force of it will be appreciated. Although not yet appearing on the racing track, we think that on a large track and with good training the "Doc" would not be far behind at the end of a race.

In June, he with Elliott Mason and others organized the now well-known Citizen's Club which though young, promises to eclipse any organization ever attempted in this city, and will at the end of a year rank among the foremost in the country. The first two meetings were held at his house, where in connection with this subject might be mentioned the Board of Officers that were then elected. President, T. McK. Brown; Vice-President, Frank A. Ferris who has since been obliged through business to resign, being succeeded by John C. Gullick; T. C. Smith, Secretary and Treasurer; Mr. Dun-

lap, Lieutenant; and Edwin Oliver, Bugler. He was himself elected Captain by a unanimous vote, and in that position has done much active work. Hardly a week has passed without a regular club run and many out of town excursions have been carried out. The most important of which being the trip to Boston by ten members, which was mentioned at the time in THE WHEEL. During the next season the club will participate actively at the great meets, and several excursions lasting over a couple of days have been talked of. Through the exertions of the House Committee of which the Doctor is Chairman, the new quarters at 2 East 60th street have been secured and are now being comfortably fitted up. But as we are drifting more into club matters we will resume the personality of this article, as we believe the other subject will be treated at length in one of our contemporaries.

Dr. Beckwith is possessed with a good bass voice, which he uses to advantage in the Citizens' Quartette. His agreeable companionship is well appreciated by his club, with whom he is a prime favorite, and wherever he goes he makes friends. He has from the start taken a deep interest in League affairs, and has aided the work as much as possible, and although not an officer, he ought to be, and we sincerely hope will be one.

CORRESPONDENCE.

RUTLAND, VT., December 23d, 1882.

To the Editor of the Wheel—I notice an article in a late issue of the WHEEL from "S" in which he says that all commercial nickel contains some iron, this is so, but nickel-platers tell me that a large portion of this iron, in the process of electro-plating, finds its way to the bottom of the vat and is deposited there so that only a small portion of the iron finds its way into the plate, not enough in fact, were the nickel deposited on gold or some other non-corrosive metal, to cause rust. If nickel plate contained iron enough to rust it would appear uniformly covering the entire surface subject to moisture, but it only seems to appear in the shape of minute specks, which, if not removed appear to eat away the plate entirely. I do not understand that copper plating the machines previous to the nickeling process, makes them less liable to rust. It is done because a copper plate adheres more firmly to steel than nickel, and the nickel can then be easily deposited on the copper; probably the copper plate is porous the same as the nickel, and therefore does not hinder the steel rusting under it by moisture which gets to it through the pores.

The copper plate on my "Expert" which shows in one or two places where there is a deep scratch and on the spring where the nickel is worn off by the rubbing of the saddle-bag, appears very thin, not thick enough to afford any protection from rust, it is probably only thick enough to hold the nickel. Perhaps quite often the reason why nickeled machines rust is because of poor plating. It is well known that the deposition of nickel by the electro-plating process is

attended with more difficulty than that of any other metal, great care has to be taken to have the solution used for a bath absolutely pure, either nitric-acid or caustic potash (which are used in cleaning the articles to be plated and thus might very easily get into the bath) in a very small quantity cause the plate to appear black and streaked; the presence of copper, cobalt or any other impurities have to be carefully guarded against. Another reason for rusty machines is thin plate caused by too short an exposure in the bath, it soon wears off in places and, of course, the steel rusts. As regards the merits of silver plate, for bicycles, when compared with nickel I think nickel is far ahead; silver will tarnish from finger marks much easier and quicker than nickel, and silver is so soft that it scratches very easy, a silver-plated machine would soon become dull finished simply from scratches received from dust on the clothes, a plain case, silver watch, is a good example of the way the finish would look on a silver-plated machine in a very short time; nickel being hard, with a little care, will retain the polish made by buffing, as long as the plate lasts.

I think if the enamels, which are advised so much by dealers, if found to be non-porous, they would be the most acceptable finish for riders who get their machines to use.

A word in regard to rear wheel and pedal bearings. Why are they not made so they can be changed to make the wear equal all around. Most rear wheel bearings, both cone and ball, have one fixed cone and of course the weight all comes on one side of this, causing the most wear on the under side of the cone, it soon gets worn out of round and then it is impossible to adjust it so but what it will rattle a little.

It is the same way with the pedals, the pedal, when in use, is always flat, sometimes one side up sometimes another, it wears the bearing of an oblong shape and then that rattles. Could there not be a steel bushing made for these pedals, then you could replace a worn one at a small expense. The pins do not wear much or if they do the bushing might be made a little smaller to fit them.

The rear wheel cone might have six or eight positions instead of only one, and could be changed from one to another often enough to keep it worn round.

Let us hear from some one else on the subject of the bearings and their adjustment.

NICK L.

WASHINGTON, D. C., December 17, 1882.

Editor of The Wheel:—About the hour of eleven, last evening, a couple of gentlemen residing at the "Windsor," decided to spend the Sabbath in Washington, and insisted upon my joining them. Calling a cab, we caught the midnight train by driving rapidly through the side streets, where we knew "the finest" were doing duty "out in the cold." Arriving in Washington, I was obliged to leave my friends to breakfast with a noted Senator—"long may he live." We started out in a carriage, but you know "wheelmen"

are averse to such locomotion, and I ordered "General Andrew Jackson Davis" to let me out, at the same time warming the palm of his hand with a "trade dollar" (one of Uncle Sam's most brilliant schemes), which caused a display of ivories, and much bowing to "Massa Colonel." My friend told him in a very severe manner to be more careful in the future, and not give a man a title below his rank. After repeated inquiries, to which I always received a different answer, I somehow, by good luck, succeeded in finding the "Capital Club," and a "capital club" it is, too. When I informed them that I was a member of the "Manhattan Bicycle Club," having the finest club room in New York, and by far the largest number of riders, they immediately made me welcome; and the gallant captain—a better fellow never lived—gave me an introduction to all present, and asked me what size I rode. Having but one forty-eight-inch machine, and that without pedals, he took his own off the "expert," and rigging me out from his own locker, sent me off rejoicing, over the finest paved streets in the world. I am sure I visited every nook and corner worth seeing, on that "wheel," but will admit that I kept far distant from the monument now in course of erection to George Washington, of little-hatchet fame, now supposed by many to be dead; yes, quite dead. The reason I did not approach that piece of "masonry," I overheard an ancient mariner declare the monument sank into the earth at the rate of thirty feet per year, and had done so ever since he was a boy. The Government, however, had added twenty feet per year, which kept it in view, and the people were satisfied, even if the contractors did not get rich and grow fat on that twenty feet addition. But they say—and there is no doubt they mean to carry out the project—they will have it finished in good season for the next Centennial.

After spending several hours on my gallant steed, returning to the club-room, the captain kindly invited me to remain and join in a "run" they were projecting, but I was compelled, though very reluctantly, to decline. They have a large, cosy room on the third floor, comfortably furnished, with reading-matter, while in the basement you are ushered into the machine and dressing rooms—of which there are two, including the wash-room. They have quite a number of wheels, of which the "Columbia" are in the majority. And a more jovial, hearty, lively, gentlemanly membership, it has not been my lot to meet. They remember, and like to dwell upon the pleasant rides with "friend Jenkins," when he visited them, and I am sure it was their high esteem for him that made your humble servant so pleasantly received. However, they extend a welcome to all wheelmen, and I now drop out of sight with a friendly adieu.

C.

What the Owl Would Like to Know.

If a Happy New Year and a Merry Christmas to all our brethren of the Wheel, will be acceptable?

What Pitman thinks of Burnham now?

Why "Papa" Weston don't shed a little more effulgence on B. T. C. matters through the columns of the WHEEL his official organ?

Where Carter learned to skate so beautifully.

Whether bicyclers in New York don't have an easy time getting dead head tickets to most all the prominent theatres. Thanks to their fellow (no pun) riders who grace the box offices of Niblo's, Wallacks and Haverly's?

Whether that axminster carpet of the "Citizens" isn't going to be very tart?

Where there is a finer looking representative wheelman than Liet Dunlap of the "Citizens"?

Whether "alphabetical" wont buy the whole edition then?

Why the Brooklyn and New York City clubs do not see more of each other?

What Capt. "Tommie" of the Lennox club will do when Sec. Hall resigns and goes to Florida?

Why has the "Owl" seen so few riders out on these glorious nights and perfect roads?

Whether the B. T. C. is not to be congratulated upon the accession of Mrs. F. U. Weston to its ranks?

Whether Sterry's system is a success?

What Capt. Pitman thinks of his two bronzes, now he has got them from Worcester. Thanks to the "Owl"?

Whether "Chic" would'nt like an introduction to the "Owl"?

Whether Oliver's idea of a library for the Citizens club, would'nt be a good one for all to follow?

Why the average bicycler prefers to borrow instead of buy wheel literature?

When Harry Jones is going to get that machine?

Whether it is true that Newman is having a racing track constructed in his office for practice?

Whether Thompson will accept the thanks of the "Owl" for the information that Capt. "Tommie" *does* think that Meyers can beat George on the "three quarters" and has fifty dollars in the bank that he wants to bet as he thinks?

Whether the following from a recent trade circular sent the "Owl" don't include most of the popular errors concerning machines?

1. That a large wheel or a very light machine goes the fastest.

2. That bicycles go 12 to 15 miles an hour when 9 to 11 is more correct, with tricycles about 2 miles less.

3. That it is the *machine* that wins the race.

4. That it is possible to make a machine *any* desired weight except on paper.

5. That dogmatism implies knowledge.

6. That all *polished* metal is steel.

7. That an alteration is necessarily an improvement.

When that reception of the "Pegunnock's" is coming off, and why don't the genial "sec" send in a letter each week to the WHEEL? Surely in so lively a club, there should be full news enough. Now brother "Dot" let the "Owl" hear from you.

Why business men who are bicyclers as well, don't advertise in bicycling literature and thus help both the cause and themselves.

What the Park Commissioners are going to say when confronted by such a delegation as Dr. Brown, Dr. Beckwith, Consul Bourne, Capt. Conkling, Capt. Pitman, and Capt. "Tommie"?

Whether "Mamalos" of Cleveland, don't agree with the "Owl" in calling Place a thoroughbred.

Why must New York clubs to secure appropriate uniforms at a moderate price, have to go to Boston or elsewhere for them? It cannot be that even the tailors here are aspiring to cause us to appear to a disadvantage, as one would suppose by the uniforms (?) they make.

Why does "Chic" persist in sacrificing his popularity to his sarcasm?

Where a more graphic narrator of bicycling experiences can be found, than "Prof" Miller of the "Citizens" and why don't he put some of them in print?

Who the "Owl" is any way? I have heard so much about who I am, that really I am getting a little mixed as to my individuality.

Whether the Ixion's intend using their skatorial challenge to the other bi-clubs?

When "Doc" is going to get his "63"?

When will the Lenox and New York clubs once more show to the fore in bicycling matters?

Where there is a stronger and more united club than the K. C. W., all reports to the contrary notwithstanding?

Who wouldn't be a bicycler after reading the last issue of the WHEELMAN?

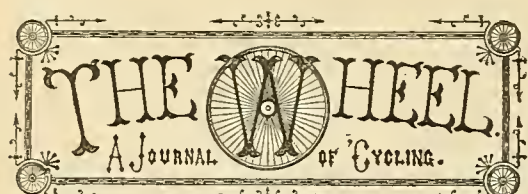
What do the Ixions' mean when they refer to "stop watch" Harris, "Second Place" Pit, "Howling" Howard, "Stove Pipe" Sanford, "Gas Pipe" Smith, and "Misfit" Newman?

Why the B. T. C. don't appoint a city consul here, and arrange for a hotel and a place for repairs?

Who stole "stop watch" Harris's shoes, and what under the sun are they going to do with them?

Whether "Charlie" won't make a good janitor for the "Citizens"?

Whether President Leland Howard will accept the congratulations of the "Owl"?



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 27, 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 *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 Saturday 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.

SOME CHRISTMAS PLUMS.

It is perhaps at this season appropriate to wish our readers a Merry Christmas, and as we are close to the New Year, we might appropriately offer congratulations in advance of that event.

The past season has marked a decided improvement in bicycling everywhere, but especially in this country has its influence been most keenly felt. The number of large meets, race-meetings, runs, improvements in machines, in literature and everything pertaining to the wheel, has combined to make the year of 1882 a bright spot in the history of American bicycling.

It is not however our purpose to write something about all these good things, as it would try the reader's patience and necessitate a supplement. We are going to give our advertisers a little notice all around, as at Christmas the heart is most liberal, and we think it due to them for their kindness and support. As we have the reputation of impartiality to preserve we will, in mentioning the six best known machines, mention them alphabetically as is our custom.

AMERICAN CLUB.

Schuyler and Duane, whose production thus heads the list, have, since their first imported bicycle was placed on the market, worked faithfully to produce a fine machine, and one suited to our American roads. In the Club they have combined excellent workmanship and fine material, and with their improved bearing which we shall mention later, they have put before the public a first class article which from experience we can recommend. We wish them a very Merry Christmas, and pass to the

EXPERT COLUMBIA.

It ought to be with a feeling of pride that we Americans can at last point to a home product that is fully equal to the best English machines. The past year has marked its birth, and though there were many difficulties to be overcome at the start, the Expert has given general satisfaction. The significant fact that more Experts were sold this season than any other make, is, we believe, all that we can concede the Pope Manufacturing Co. for their Christmas, and we will take up

THE HARVARD.

From what we can learn of this machine for 1883, we expect great things. We have been informed that the front bearings will be altered more to the Humber pattern, and the noisy rear balls will in future be "caged." Adding to this an improved spring, the old time favorite will be even in greater demand. Proceeding in regular order we encounter the

SANSPAREIL.

Another new article that the year 1882 has brought forth, and one which has stood the strain nobly. Strong, rigid and easy running; the Sanspareil numbers among the best, and its popularity is not likely to diminish at the hands of Messrs. A. G. Powell and Co., of Philadelphia.

STAR.

The American Star has also joined in the march of improvement, and although we have not all particulars at hand, from what we have heard of the improved tire, felloe and spokes of this curious piece of mechanism, not omitting the brake, the Star rises high in the

heaven of favor with many riders. With a Merry Christmas to the Smith Machine Co., we come to the

YALE,

A prime favorite of the light man, and a foremost machine on the racing path. Light, rigid and strong, the Yale has stood the severe test of the past season, and won for it many friends. We have not heard of any new departures for 1883, but do not doubt but that our readers will be kept thoroughly posted by the pioneer firm, the Cunningham Co.

OUR WHEEL.

We might, in conclusion, remark that THE WHEEL has also been improved this year by the addition of fifty-two spokes to the volume, and by its increased speed will, we hope, merit the patronage of all bicyclers this coming season. No wheelman can enjoy himself without his wheel, and we want to see the subscriptions roll in the coming year. Take the hint friends and help keep THE WHEEL rolling.

OUR EXCHANGES.

With the December number of that excellent exponent of the popular and growing sports of Archery and Tennis, the *News* enters upon its second volume, and pays THE WHEEL the compliment of adopting its size, form and general appearance. Nor is the literary portion lacking, for under the very able management of its editors Messrs. James W. Auten Jr., and A. B. Starey, the *Archery and Tennis News* is one of the best. We fail to see how any one interested in such polite athletics, can afford to be without the *News*, and those of our readers who doubt our statements are invited to send their dollar and a half to Box 1030 for a year's subscription, or else procure a sample copy, which must of course create a further desire to receive what is to us one of the most pleasing of sporting publications.

TELZAH SAYS

That the Prince-Frye race was the most interesting and exciting contest he has ever witnessed, and he has seen Frye win all but one of his large collection of medals. First one champion then the other led and it was anybody's race till the homestretch was reached when Prince put on one of his wonderful spurts, the same as he did after his leader in his first race on American soil at Hingham, and came in a yard ahead.

That Frye came out of the race in much better and less exhausted condition than Prince, and the rubber will be an exciting event. Either can break the record again, as Frye made faster time while practicing for the Vesey race and Prince recently did a mile on same track in 2.53.

That Woodside was too fat and out of practice to win a race even when 6.54½ was the fastest 2 mile time. The photographs of the prizes won by him in Ireland resembles the interior view of a jewelry store.

That the best advertising dodger ever issued by the Cunningham Co. was that distributed at the the Institute rink and even in their rival's building. It was a heads-I-win-tails-you-lose argument but nevertheless an effective ad.

That many Bicycling tourists will become amateur photographers the coming season and the camera will be a necessary part of a bicycling outfit. Ex-president Pratt and President Miller of the L. A. W. show some fine results from their latest hobbies. Why won't they or some other writer give bicyclers the benefit of their experience. The president and captain of the Rockingham club have ordered cameras and will soon talk as glibly of technicalities of the Phoebe and the Challenge as they do of the Harvard and the Columbia.

That the New Hampshire division was the first to secure a paid-up renewal from every old L. A. W. member in the State, beside doubling their membership and principally by reason of the formation of a State division.

That the State officers are preparing a sample map of the most traveled road in the State and before the riding season commences this route will be planted by the chief consul its whole length with league sign boards which will enable tourists to avoid walking over a long stretch of sand on the direct road.

That the L. A. W. officers in several States who have made no movement to establish a State division, or appointed few if any consuls, or done any of the many details that are requisite and necessary, will be likely to be left at the coming March election and their places filled with active officers.

That the future success of the League depends upon the strength of the divisions in the several States. Massachusetts, New Hampshire and Michigan have been especially mentioned by the League Treasurer as most active in promoting the objects of the League, and California and a few smaller States are not far behind. What kind of a report are the chief consuls of several large States to make?

That the illustrations of the January and February WHEELMAN are to surpass any bicycling sketches ever published. Several drawings by Hassam and engravings by Sylvester will command especial notice and examination.

That several clubs are awaiting anxiously the opening of spring to break the record of 179 miles within 24 hours, now held by the *Æolus* Club of Worcester. But they will not hold it long unless they run considerably above 200 miles, or even excel the English record, for the *Æolus* are confident that they can do more on their next trial.

That ten different clubs made runs of over 100 miles in 24 hours during the autumn months of 1882, viz.: Boston, 102½; Buckeye, 103½;

Cincinnati, 104; Champion City, 110; Massachusetts, 118; Boston Ramblers, 120; Rockingham, 126; *Æolus*, 136; Tremont, 154; Lawrence, 169¼ and, *Æolus*, 179.

That he has ridden on the road with several clubs which have material and inclination to accomplish 200 miles, particularly the Worcester-*Æolus*, Lawrence, Massachusetts and Rockingham and has correspondence from other clubs especially in the West that indicate a determination to place their clubs well upon the list.

That the average of the wheels used by the participants was 53½ inches. One of the riders, L. Griffiths, of the Massachusetts Bi-Club, has ordered a 62 inch wheel, his 60 inch, though built up with a cradle spring and a Milwaukee saddle, being too small for him.

That President Pratt omitted to explain in his account of "A Race for a Ribbon" how Ralph grew and lost his side whiskers during his 20 mile race.

That "869" expressed the sentiments of many correspondents, that wheelmen have read enough about the differences between two prominent clubs and that the place to settle their rivalries is in their own city, and that the valuable and limited time at the officers' and general meetings of the L. A. W. should not again be occupied by either of them or any other rival clubs or any manufacturers or importers as a laundry.

That a Salem bicycle manufacturer is busy filling a contract for steel spoked suspension wheels with rubber tires for light road carriages. Several were tried last season and gave great satisfaction.

That the old Pickwick Club of London has just held its 13th annual dinner with an attendance of 100 men. The Boston, the oldest on this side of the Pond, will soon have their 5th annual dinner at which Weston's recently published song will be sung by the full choir, which has had one rehearsal of the latest parody, entitled "The Golden Outhouse."

WILMOT'S FANCY RIDING.

Another exemplification of the possibilities of the bicycle in the direction of fancy riding was presented at the Olympian Skating Club rooms in the Mechanic Association Building, Thursday evening of last week. Mr. W. D. Wilmot, the "snow man" having stopped conquering winter, has been getting himself into fancy condition, and on this occasion treated the public to many new tricks as well as new versions of some old ones, and did all excellently well, and won almost continuous applause from the spectators and a handsome \$25 gold medal from the club. Commencing with one pedal riding, Wilmot quickly changed his position and assumed all manner of difficult postures on his machine,—vaulting, coasting at full speed while hanging by his toes from the handle bar, riding on pedal and step with folded arms, leaping into the saddle with both feet at once, and then coasting while kneeling on the bar with arms folded, catching two bags from the floor and regaining the saddle

again, kneeling on the bar and holding the bags at arm's length, and many more equally difficult and good. The side-saddle riding, with hands off, was very good, especially when cutting a circle with the body on the outside, leaning in,—a very difficult and dangerous feat, requiring fine balancing.

In standstills, Wilmot had an excellent line, including sitting and lying on the pedals and balancing with the body standing on the pedal, spokes, and tires in fully a dozen different ways, standing astraddle of the head of the machine, standing on the front of machine, facing toward the little wheel, and again with his back to it, walking down the spokes and picking up his handkerchief and regaining his seat,—in fact, walking all around and over the machine without once touching the floor. The excellent thing in all these standstills was, that after once standing still Wilmot did not step on to the floor, nor did the machine leave its position until he had gone through a list of some twenty or twenty-five difficult tricks. In riding on one wheel Wilmot rode very fast; and this, we think, was a slight fault, as, according to our idea of the act, speed will keep the rider from toppling over front, while in going at a slow pace the rider exercises considerable more skill in keeping the centre of gravity. Another new line that the exhibitor brought out was riding on the steps of two machines, bringing them to a standstill, and then standing in the saddles with arms folded; and, then, to cap this, riding on one machine, leading two others, one in each hand, stacking all three, and standing erect on the saddle of the centre machine.—*Bicycling World*.

THE CAPABILITIES OF A BICYCLERS' LEGS.

Way back in 1876 while at the Centennial I happened to learn that there were some English bicycles on exhibition, and after looking and enquiring for nearly half a day I found them. At that time I had never seen a full fledged Bike and I tell you what, they looked big, I looked at and examined them, sized them up and thought possibly I *might* ride a 48 inch wheel; recollect at that time, I had never seen any thing but a Bone Shaker with about a 38-inch wheel. We had one here at my home that size and it was considered a *big* wheel; well, after my return I corresponded with one or two English manufacturers and concluded that the Duplex Excelsior Machine was what I wanted, I had a letter all written ordering a 48-inch wheel, but it occurred to me that possibly I might not be able to ride it when it should come, and to be on the safe side I borrowed an old Bone Shaker with a 30-inch wheel to try. Well I tried it, got it out on the road in front of my house one moon-light night and wrestled with it for about an hour, and I pledge you my word I couldn't ride it twenty feet. It so disgusted me, that the next morning I tore up the letter ordering the "48," fully satisfied that I certainly could not ride a Bicycle with a 48-inch wheel, if I could not ride a Bone Shaker with a thirty inch

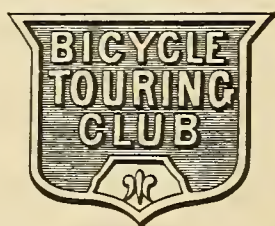
wheel. There the matter rested until the fall of '79 when I happened to be in Pittsburgh and saw in passing down Fifth Avenue the sign "Bicycle Agency and Riding Hall," I went up stairs and found the room and the agent, had a long talk, and he finally persuaded me to get on a 50-inch, he promised faithfully not to let me fall; I started off making a good ground plan for a rail fence but found the side of the room had a tendency to get close to me or else the Bike wanted to get up to the wall and lean against it; all this time the instructor as I supposed was holding me up. Finally after I had gone about twice around the hall he suddenly stopped and much to my surprise I went ahead alone; it nearly took away my breath; there I was up on the confounded Bicycle, and no one to hold me up, I yelled to him like a Comanche Indian, and said that I did not want to break my neck on the measley old wheel. He laughed, and said that I had been riding it all the time without any help from him and he didn't see the necessity of running his legs off to keep up with me. I was certainly surprised, as I happened to think of my last experience with the Bone Shaker, but before I left the hall I bought the 50 inch and had it sent to my home. On its arrival I got it out of the crate and took it into the Retort House of the Gas Works that I am managing, and attempted to ride it. I was afraid to attempt to turn around on it so I had one of my men catch me when I got to the end of the building where I would get off and turn it the other way and go back. I couldn't mount alone so had it held for me while mounting. Unluckily the man let me fall over before I had got fairly into the saddle, result, a sprained wrist, skin off one knee and a bent handle bar; well I had enough for that day and took the machine in to my office where it set for a full week, I was actually afraid to tackle it again, but finally made up my mind that if I *was going* to ride the confounded thing I might as well do it or give it up, so one clear sharp November day I took it out to the U. S Barracks near my home where there were some fine roads and went for it. My first attempt at mounting landed me in a low tree but I rescued it and tried again. This time landing into the saddle all right and caught the pedals after a desperate effort, pushed hard, got over the first wabble and lo I had the hang of it and had ended my troubles; but the first quarter of a mile I rode tired me more than a ten mile ride would to-day. Well I rode the 50-inch for about six months and then thought I might possibly venture to ride a 52-inch. Got that and found no trouble as far as size was concerned. Rode the 52 for a while and concluded to get a size larger, a 54, had the same experience as with the 52 last fall, got the big fever again, and concluded a 56 was just my size. Purchased one and am now satisfied, though I have mounted and ridden both a 58 and 60-inch wheel. But I am like the man and the crow. *I can* ride them but I don't hanker after them; that is for a regular thing, especially the 60-inch.

So you see my dear Mr. Editor that a bicycler's legs are capable of considerable stretching; when

I first got my 50-inch it seemed just my size, now I wonder how I ever managed to ride so small a wheel.

I really think that eight out of every ten riders usually got their first wheel too small. That at least is the experience of fully three-fourths of the members of my own club. Hardly a man in the club has the same size wheel that he first started with, many of them changing inside of six months. While I do not advocate riding too large a wheel I do think that the wheel should be just what the rider can comfortably reach. I find that I can push my 56 up hills just as easy as I could a smaller wheel, and to demonstrate it I tried the same hill with a 52, 54 and 56 inch, and found it fully as easy work on the larger wheel as on the smaller sizes.

Very truly yours, BUCKEYE.



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—NOTICE.—

Applications from this date inclusive will cover membership for the season of 1883.

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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.

Editor of the Wheel:—The following applications for Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,
FRED. T. SHOLES, Cor. Sec., pro tem.

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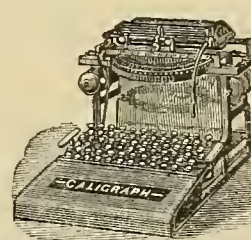
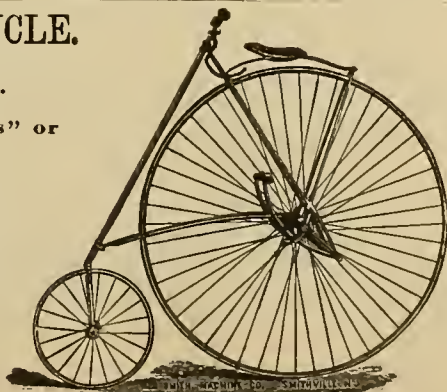
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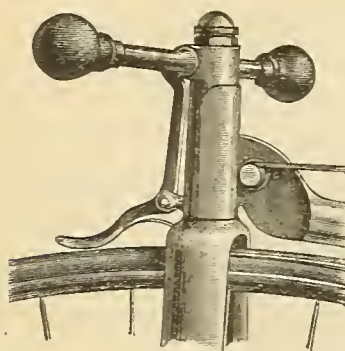
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