

# THE WHEEL

## A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB OF AMERICA.  
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The ways of some of the English amateurs who have visited America lately are, to put it very mildly, exceedingly strange. I cannot now recall the name of any who have not come over in company with professionals, lived with them while here, and returned with them when they returned to England. The latest example of this fact is found in the visit to Springfield last September of an Anglo-amateur of some note and speed, who after varying fortunes here was forced to leave his prizes aboard ship to liquidate his liquid bill, after having borrowed nearly \$150 from one of his professional companions, and conveniently forgetting to repay same. If this is amateurship, I must prefer the professional ranks, for they at least do not attempt such practices as these.

The Boston Ramblers will probably nominate their Captain, W. J. Harris, for the position of L. A. W. Representative, to which Massachusetts is now entitled by increased members. A better nomination cannot be found in that State, if in any other, and is an honor that he not only merits but should receive, as few do harder or more intelligent work for the cause of cycling and the League than Mr. Harris.

Jack Keen, of whom many a critic has said that age was fast vanquishing, seems to have given this assertion the lie by a recent road performance in England. Starting from the Anchor, he fetched Ditton, 10¼ miles, in 34 minutes, a feat never before equaled.

Certain newspapers abroad are advertising their journals, and saving time and expense at the same time, by having their carriers mounted upon trikes, each painted in a different color, with the name of the publication lettered in large type thereon.

The Ixions gave a club-drill at the Olympian Club Rink on Wednesday evening. Considering this was their first appearance in this direction, the attempt was highly creditable, and will, I hope, be repeated shortly.

My readers will find this week more English than home notes in this column, for which there are two reasons. First, matters

are so dead in cycling here that one can find no news nearer than 3,000 miles of home. Secondly, a big batch of English exchanges to-day arrived, and the temptation was too great for even an honest owl to resist.

The makers of a celebrated class of machines in Birmingham have located their works on Pope street. Holy shades of anti-monopoly! I hear the kickers cry. Is nothing safe from our pontifical manufacturer?

Edwin Oliver, of this paper, started for the Montreal Carnival, but while *en route* heard that there was snow and ice there, instead of flowers and sunshine, so got no further than Boston.

The Ixions were represented in the recent festivities in Montreal by their Lieutenant, Geo. B. Pearson, who was a winner in several of the various events.

I saw a new trike built on the lines of the Star, with the same action as regards leverage, etc. A trial has convinced me that I am not likely to become a purchaser thereof.

### ST. LOUIS YARNS.

Sunday, the 3d, was the warmest day we have had for several months. That infallible weather prophet, the ground hog, ventured forth from his hole; but he saw his shadow and crawled in for another long nap, and we will have to wait the traditional six weeks before we can expect continued warm weather.

Last Saturday night five wheelmen left St. Louis with the intention of riding to Manchester, staying all night, and returning next day in company with others who were expected out in the morning. The route through the suburbs was a sloppy one, in consequence of the thaw, and we rode only because it was better than wading. Reynolds took a header in the mud, hurting his head on the hard bottom, a foot under the surface. Further out the road was generally dry, and all went spinningly until the eight-mile house was reached. While coasting Barthold's Hill Obear fell and sat in the spokes, breaking out ten. Unwilling to leave our companion alone, we concluded to stop there over night. An hour or so was spent in story telling, etc.; but shutting up time was near, and the youthful bartender, who had seated himself on the counter, was bobbing his head about in a don't-care-if-I-do-break-my-neck sort of way, so we went to bed. Then the fun commenced. We old men actually felt like boys again, and—but I will not relate what occurred. You have all been there yourselves, probably.

Next morning Obear returned home by train, and the rest rode leisurely on to Manchester, meeting with no accidents—except a severe scolding from an old lady, who stopped her horse on seeing us, and in jumping from the buggy fell on hands and knees, which roused her ire.

About noon the other party, including the Tandem (two large wheels joined), arrived, and there were sixteen at dinner. After dinner the son-of-a-gun was tackled, and then home. No attempt was made to keep together, as some were fresh, while others were well nigh overcome with the heat, which is unnatural at this time of the year. On the way in we were joined by other cyclers who were out for an afternoon spin, till our number increased to twenty-two. This was the first big turnout of the year.

This ride of 40 miles is the only trial the Tandem has had, and it worked well for the first time. It was ridden up nearly all the hills, and its speed in coasting is twice that of a Star, which is recognized as the best coasting wheel. It seems as though nothing but a wagon brake will hold it, and the one used (a Standard brake) was practically useless.

On the 27th of last month three of our tough ones went to the Meramec river, at Fenton, and rode on the ice for twenty-five miles, to its junction with the Mississippi. They returned over the telegraph road, reaching the city about 8 p. m. It is claimed they covered three miles in 10 min. on the ice at one place—3.20 to the mile. Total distance 65 miles. "51."

St. Louis, Feb. 6, 1884.

### A LOAN EXHIBITION.

MANSFIELD, O., Feb. 8, 1884.

*Editor of The Wheel:* The Mansfield, O., Wheel Club is succeeding admirably in their efforts to make their Loan Exposition a grand success. The opening will be on Monday, February 18th. Already many relics and rare curiosities have been received, and are being placed for exhibition. The receipts from this loan will be used for prizes, etc., at a grand *meet* to be held Wednesday, May 28, at the Richland Co. fair grounds. We desire to secure the addresses of wheelmen, and to this end request club secretaries to forward to us a list of ALL riders in their section. We desire especially to have the address of each wheelman in Ohio, whether a member of the League or not.

A. P. SEILER,  
Secretary Mansfield Wheel Club.  
Box 178, Mansfield, O.



## MEANDERING AROUND CINCINNATI.

*Editor of The Wheel:* Having been a reader of THE WHEEL, and noticing little or nothing from Cincinnati, or vicinity, I take this opportunity of introducing to your readers a few of the wheelmen in and around here, knowing that all bicyclers have a curiosity to hear what others are doing, what they have done, and the condition of the roads they have for the bi.

The Cincinnati Bicycle Club was organized September 2, 1880, with an initial membership of eleven. The charter members were J. G. Kitchell, H. N. Kitchell, W. H. Reed, M. J. Norton, H. S. Livingston, S. M. Livingston, H. G. Wilshire, A. S. Butterfield, Jr., W. H. Sutherland, J. F. Meader, Jr., and E. H. Hargrave; only seven of the above named still remain in the club. At the second monthly meeting held October 4, 1880, the club joined the L. A. W. At the close of the first year the members, having worked hard for new members, had increased their membership to eighteen, the second year to twenty-five, and the third year showed a much larger increase, there being forty members at the present time—thirty-two actives, seven associates, and one honorary member.

Mr. M. J. Norton, who is familiarly called "Pa," was elected an honorary member by the club last spring, to show their appreciation of his services for the way in which he had worked for the advancement of the sport in this vicinity. "Pa," who was noted for his kind attention to beginners, will be very much missed by the boys this coming summer, as he has recently moved to Fort Leavenworth, Kan. He was looked up to as being the most jovial and good natured bicyclist in this part of the State. The boys tendered "Pa" a cordial reception at the Grand Hotel just before he rubbed Ohio's mud and dust off of his wheel, and expressed their regrets at having to part with such an enthusiastic and entertaining bicyclist.

J. C. Hosea, Captain Cincinnati Bicycle Club, who resides in Clifton, the handsomest suburb in the West, and where the roads are good the year around, says that bicycling is at a discount here; but the indications are that it is booming, by the way in which orders are being received by B. Kittredge & Co. for bicycles and tricycles.

W. A. Whiting, ex-Captain, who is an authority on bicycling, says he was either the first or second man in America who rode a bicycle. It was at the Centennial Exhibition held in Philadelphia in 1876, that he mastered the pesky thing, while they were being exhibited there, he having taken to it like a duck to water, and receiving more duckings the second year than the first, on account of his over confidence, like all beginners. He claims to have ridden the steepest hills which he has attempted to climb, with hands off, in those days.

H. S. Livingston, Chief Consul for Ohio, and President of the Ohio Division of the L. A. W., has devoted more time and worked harder for the L. A. W. than any twenty-five bicyclers in Ohio, and if any of your readers while visiting Cincinnati will make it a point to call on him, they will be repaid for so doing, as he is thoroughly posted in all points of interest in the city and for miles around.

Mr. A. A. Bennett and S. Jennings are the oldest bicycle riders in the State, both being between fifty and sixty years of age. They are more enthusiastic than some of the younger members.

And last, but not least, is Geo. P. Davis,

the fat and happy man, who tips the beam at 250 pounds, and manages to ride between fifty and sixty miles on a hot summer day, on a Yale Roadster weighing thirty-five pounds, without any perceptible loss in weight or pleasure.

There are two riders in the club, H. N. Kitchell and John Barclay, who have ridden 104 miles straight in 13 hours, in the fall of 1882, and Mr. Barclay rode 124 miles in the same time the week following. He has also ridden 114 miles on three different occasions this past fall in 11 hours; his record book of 1883 shows to his credit 1,700 miles. There are also quite a number of members who have covered from sixty to eighty miles in a day.

There is very little riding going on at the present time, as the roads have been covered with mud, snow, or ice for the past two months.

Power Hall, of the Cincinnati Industrial Exposition, is secured by the club for five months in the year, which gives a very fine track under cover for the winter months; it is eleven laps to the mile, and a good number of the racing men keep in good trim throughout the winter. Several race meetings have been given here this winter, and expect to give a few more before the spring opens.

The roads around Cincinnati are very hilly, but good, hard, macadamized pikes furnish the boys splendid riding. The streets here are almost impossible to ride in the summer months, as they are deluged with water fifty or sixty times a day, more or less, and bowlder streets are not very pleasant riding, especially when they are full of holes, but during the fall and early spring are fair; whereas, in the summer those who keep their bikes at home have to walk or ride in the street cars to the outskirts of the town before the roads can be called rideable, as riding over streets of this kind is not very beneficial to wheel or rider. The older and more experienced riders prefer walking, but those who do ride can be put down as inexperienced and foolish, and will see the foolhardiness of their actions before long.

There are twelve different pikes leading out of Cincinnati, and they are all kept in good order.

The most enjoyable and easy-going ride is a run to Hamilton, O., which takes you through Cumminsville, the extreme northwest end of the city, the distance being three miles from club headquarters. The next interesting point is Spring Grove Cemetery, one of the finest in the country; one fifth of a mile further on is Chester Park, where the Queen of the Turf, "Maud S.," is wintered and trained, and the younger members have attempted to lower her record of 2:10 $\frac{3}{4}$ . The track is one half mile in circumference, and when rolled and pressed is as hard as a floor. The park is five miles from the club rooms. The next point of interest is Ross Lake, this being the headquarters of the Cincinnati Canoe Club. It is considered a very fine artificial lake, and is splendidly situated for canoeing and sailing. Dr. A. E. Heighway, Jr., a member of the canoe club, who carried off the principal prizes at Lake George, N. Y., two years ago, is considered a convert to the wheel, and the members expect to see him wheel into line in the spring, and push some of your Eastern riders, as some of the members are confident he can do so, he being one of the finest athletes in the West. The next town is Carthage, a quiet, unassuming, easy-going place; then Hartwell, Maplewood, and

Glendale, the latter a very pretty and well laid out town, with many handsome country residences. The next point of interest is Hamilton, 25 miles from the city. It is a flourishing town of about 12,000 inhabitants, and the hotel proprietors are very agreeable gentlemen, and always willing to accommodate visiting wheelmen. This ride has been accomplished in two hours' time by several riders here. The pike has but few hills, and is in excellent condition most of the time.

There are four other clubs in and around the city. The Cincinnati Wanderers, a suburban club, is next to the Cincinnati Bicycle Club in point of numbers, but are in a better financial way, they owning their own club house, which is located on Walnut Hills, and situated in a very convenient place for taking club runs, or holding their meetings; they contemplate building an addition to their present club house. Their membership is limited to fifteen, and composed of young men who attend college.

The Brighton Wanderers have not made any pretensions so far, but are as good riders as can be found anywhere.

The College Hill Bicycle Club, or "Cliff Climbers," also a suburban club, has produced the fastest rider this season, in the person of Mr. New. L. Pierson, he having won the five-mile championship Enquirer Medal, and the "Cliff Climbers" are proud of him.

The Kenton County Wheelmen, of Covington, Ky., which is across the O-H-I-O, is in a disorganized state, and there are few bicyclers who have heard from them lately, and probably will not until road riding season opens.

The majority of riders here say they would rather have their hilly roads than level ground all the time to ride on, as the hilly roads have a tendency to produce more muscle and pleasure, and at some future day you will see the Buckeye State boys take the cake for time, and also have the largest membership in the L. A. W.

You will hear from me again,

BEE.

CINCINNATI, January 28, 1884.

## FROM BALTIMORE.

*Editor of The Wheel:* Seeing nothing in your valuable paper from Baltimore for some time back, I write to inform you that we are not dead, but only sleeping, the sleep of patience. Owing to the miserable condition of the roads in this vicinity, we have been unable to do much riding this winter, except an occasional pull through snow and mud. Last week we were entertained at the skating rink by Messrs. Wilmot and Sewell, who gave several exhibitions of fancy riding, and I think I am safe in saying that they were the finest ever witnessed in Baltimore. On Sunday they favored us with a visit at our club headquarters, and expressed themselves much pleased with their visit to our city, and after looking through our rooms, and having a pleasant chat on the principal topic of the day, they left us to call on our congenial neighbors, "the Maryland boys." Our clubs here are still alive, and though not very active as far as outward appearances go, yet most any evening they can be found gathered together in their respective club rooms eagerly arranging and re-arranging plans for a lively time this coming season, and are always ready to mount their trusted (not rusted) steeds for a spin through the surrounding country, whenever the weather and roads will permit it, though the chances have been



but few this winter. The semi-annual meeting for election of officers of the La Fayette Wheelmen was held at our headquarters in January, resulting as follows:

W. S. Kahler, President; A. E. Mealy, Captain; Fred'k Beck, Secretary; Frank Baetjer, Treasurer; Chas. B. Ellis, Lieutenant; A. W. Mentzel, Bugler; W. E. Sprigg, Color Bearer; Messrs. Chas. B. Ludwig and W. S. Bayley on Club Committee; and Messrs. W. S. Kahler, Frank Baetjer, and C. C. Isaacs, House Committee. The membership now numbers twenty-seven (27) active members, and it is expected if the increase continues as it has been, that by spring we will have upwards of forty members, as every indication at present points toward a big boom here in bicycling this spring, and if the old riders will continue to work in the future as they have in the past, there is nothing to prevent it. Before I close I might say that the League and non-League members here, are very desirous that the next L. A. W. meet should be held at Washington, and I will add as my own opinion, that I don't think that a better point could be selected if the whole of the country was looked over, as there is every inducement there to attract a large attendance—plenty of good riding, and above all these, the bicyclist has his full privilege, and I am positive that a more sociable lot of wheelmen could not be found anywhere than at Washington city. Very truly yours,

"SKIB."

#### PROGRESS OF KRON'S CANVASS.

*Editor of The Wheel:* Since you have been good enough to recommend that the League support my scheme of publishing a road book, as being likely to ensure better practical results than any direct attempt of its own to bring out such a book through the medium of its regular officers or specially appointed committees, I propose to treat the enterprise throughout as a public matter, and with your permission, to report the progress thereof, from time to time, through the columns of the official organ.

I expect to keep an exact record of the time and money spent upon the book, and of each item which may enter into the cost of its publication and distribution; and I expect to make public, in connection with these facts, a statement of the amount of money received from subscriptions and sales. From this exhibition of the profits or losses of the enterprise a reasonable judgment may be formed as to the chances of similar supplementary schemes. Should their first American road book prove to be a profitable venture, other riders would, I hope, be thereby encouraged to compile and publish, in equally accessible form, their reports and descriptions of other thousands of miles of roadway. On the other hand, even should my venture prove to be a failure financially, my statement of the exact facts concerning it may, perhaps, serve to convince some other man that he can profitably publish another sort of road book, by avoiding the special methods which my experience will have shown to be mistaken over.

In saying that I shall be glad to consider any improvements on the plan of the book, as presented by the prospectus, which may be suggested to me by anyone, either in a private letter, or through the columns of THE WHEEL, I hope I do not speak in the spirit of the Pennsylvania Dutchman, who summoned a party of his neighbors to help him decide as to the best spot for erecting his barn. "The barn is to stand just there,"

said he, indicating a particular spot; "and now give me your advice." Of course, during the seven months and more that elapsed between the time when the notion of compiling such a book occurred to me and the time when I formulated a definite prospectus for it, I gave a pretty thorough consideration to most of the practicable "points" which might make the book attractive; and, of course, the necessary limitations of a prospectus obliged me to briefly hint at, rather than fully describe the nature of several of these points. Nevertheless, there is always a chance of some other man's having the wit to suggest a valuable notion which all my own cogitation upon the case had failed to develop; and I shall certainly be quick to profit by such suggestions, if any come to me.

In regard to the insertion of road maps, respectfully recommended by "Harlemite," in your paper of February 1, and further supported by several private notes, a vital objection was suggested in the same column with his letter. I mean the paragraph announcing the prices at which the "Acme" road maps could be purchased. The cheapest one costs the full subscription price of my book, and the region covered by all three of them (New Jersey, Long Island, and Westchester county) contains no more than 400 miles of good road for bicycling, for which the "map tax" would be \$4. At this same rate of a cent a mile, the cost of supplying maps to illustrate the 10,000 miles of roadway whereof I hope to print description in my book, would advance the price of single copies thereof to \$100; and I myself feel much more hopeful of persuading 100 cyclists to pay me a dollar each for a mapless road book, than of finding a single one who would subscribe \$100 for the best mapped book imaginable.

This, of course, is an exaggerated argument, for "Harlemite" would say that he didn't intend to ask for expensive "Acme" maps, but "little ones for a cent." I do not deny that the case is worth considering, though I think I could convince him, by a private account of my own experience, that maps and letterpress descriptions of roads had best be published under separate covers. All I insist upon here is that the insertion of maps which were executed in style to match the handsome typography of the book, however few in number or small in size, would so add to its cost as to make the price prohibitory. Even without maps or pictures or "frills" of any sort, the book will probably be of a size and quality that usually sells for \$1.25 at \$1.50 or even \$2.00, and I may possibly be forced to put some such price as that upon it for purchasers after publication day. I name a dollar for advance subscriptions merely because of a belief that if I named a higher sum the task of securing 3,000 of them would be hopeless. That number of names I consider necessary for the profitable publication of a plain one-dollar road book as now planned. If my success in getting them shall tempt some later and more ambitious publisher to project a two-dollar book, accompanied by maps, I will agree to let him have the field to himself.

The subscriptions thus far registered number 360, whereof 238 arrived during the first week of the canvass, and 122 during the week that ends with to-night. The number of individual subscribers is not quite as great as that, however, for I have had two subscriptions of ten copies each, one of five copies, and several of three copies. In a

future letter I may indicate the relative support offered my preliminary canvass by different States and cities. KARL KRON.

THE UNIVERSITY BUILDING, N. Y., Feb. 9.

#### GOOD ADVICE.

*Editor of The Wheel:* The weather at present of course prevents "the boys" from getting out on the roads with their wheels. Nevertheless, they are anxious so to do, and will embrace the earliest opportunity.

In the meantime, however, they read with much interest all matters relating to their beloved wheel, directly or indirectly, as found in THE WHEEL, *World*, and *Wheelman*.

There are some things which have occupied the columns of the two former during the last few months that do not interest us much, however, but we suppose it *does* others; hence we perhaps must not complain.

We refer to the extended articles, for instance, on paying referee; column after column about the New Jersey coasting affair, etc., etc.

What our wheelmen are more interested in are those subjects pertaining strictly to the enjoyment found in the legitimate use of the wheel. And we might perhaps say that the subject which is watched with most interest just now is the coming League meet, including time, place, and regulations. Some time since a suggestion appeared in the prints to the effect that no races should be held at the spring meeting of the League, but that riding at such time should be confined to the parade, etc., and a fall meet to be held for racing. The parade is *good*, and, of course, highly enjoyable. But it strikes us that the "country members," a majority of whom would be able to make but one trip of the kind in the season, would all regret to have this rule adopted; but, rather, would much prefer to be able, at the spring meet, to not only take part in a successful parade, but to be privileged to witness some of the prominent "flyers," of whom they constantly read, execute their work. "So mote it be."

In this section our first choice of location for meet is Washington, and we are glad to see that things are shaping in that direction. We are also well satisfied with the only dates we have seen mentioned, May 12 or 13. Of the two, the latter would seem preferable, being Tuesday, and would allow Monday for getting to the place of meet.

The Montrose Bicycle Club was organized last fall, the introduction of the wheel here having occurred last spring. We have now seven or eight riders, about equally divided between "regulars" and "stars," and several new men will come into the ranks as soon as the season opens, and we look for a prosperous and enjoyable summer in the wheel line. Our club is a "League club," and proposes to stand by the League, and no "kicking." W. C. C.

MONTROSE, PA., Feb. 7, 1884.

#### ALBANY BICYCLE CLUB.

##### ANNUAL MEETING AND ELECTION OF OFFICERS.

The above mentioned event occurred, under very auspicious circumstances, at the headquarters of the club in Arcade Building, on the evening of the 7th inst. A large number were present, and no little excitement prevailed, although the greatest harmony and the best of feeling existed throughout. Our whole delegation from Troy were in attendance, also Mr. Morris, First Lieutenant of the Boston Club, who unexpectedly happened in, and was universally welcomed by the boys.



The meeting opened in the usual manner, but in its course several new and interesting features were introduced, among the most important of which was an historical report by our worthy President, D. W. Shanks. This consisted of an outline of the club's doings since its organization, and portrayed vividly many of the events which make the club what it is to all its members.

We next had the pleasure of listening to the report of Secretary Burch, which treated of the club statistics, and many interesting events of the past season. His words were listened to with close attention, and received their well merited applause. The report of Treasurer Wheeler showed the club to be on an excellent financial basis, and in a robust condition to begin the new year.

The resignation of Mr. George S. Weaver, Jr., was then received with regret. Although one of the youngest men in the club, his name is among the list of its first members; but being in attendance at a military academy out of the city, where he expects to remain for two years, he deemed it necessary to resign for the present. As a mark of respect his name was placed on the honorary list of members, which contains but one other name.

The event on which the greatest attention was centred, namely, the election of officers, was next in order. Several new positions have been introduced in the list of offices. The principal opposition was met in the election of a captain, but after three tie ballots the palm of victory was finally carried off by our old and efficient Captain, A. H. Scattergood. The following is a complete list of officers for the ensuing year: President, D. W. Shanks; Vice-President, Howard Martin; Recording Secretary, A. J. Gallien; Corresponding Secretary, D. M. Kinneer; Treasurer, E. J. Wheeler; Captain, A. H. Scattergood; First Lieutenant, F. B. Holdridge; Second Lieutenant, George Padlock; Standard Bearer, E. Vinc; Bugler, W. W. Cole; Surgeon, G. F. Brooks, M. D.

Five new members were received into the club, making a total membership of fifty-three. The report of the committee on new quarters showed that negotiations were in progress for several excellent locations, and before a great lapse of time the Albany Bicycle Club hopes to be located in a handsome and suitable building which will serve as a club house and resort, where they will, at all times and on all occasions, welcome with hearty greeting any of their brother wheelmen.

A. J. G.

#### WHAT TO WEAR.

*Editor of The Wheel:* Apropos of the Chicago and Kennebeck tours, a green hand at touring would like to have the views of older hands at the business ventilated in THE WHEEL, as to what they consider the best outfit to carry both in regard to the amount of it and the best shape to carry it in.

Yours, etc., T.

#### THE HERMES LONG DISTANCE RACE.

At a meeting of the Hermes B. Club, of Chicago, Sept. 28, it was decided to offer two medals as a first and second prize to the two persons covering the greatest distance on their bicycles between Sept. 28 and Dec. 28.

The race commenced in earnest on the morning of the 29th, almost all the members of the club entering. But by the middle of October they began to drop out one by one, and at the end of the month there remained

only H. M. Higinbotham, who covered 480; H. D. Higinbotham, 460; E. F. Sharp, 450, and M. D. Hull 300 miles.

During the second month H. D. Higinbotham rode 950, Sharp 900, Hull 780, and H. M. Higinbotham 620 miles. At the end of the second month, H. M. Higinbotham and Hull dropped out, leaving only Sharp and H. D. Higinbotham.

During the third month Sharp covered 1375, and Higinbotham 1022 miles, making a total of: Sharp, 2725 miles; H. D. Higinbotham, 2432 miles; H. M. Higinbotham, 1100 miles; Hull, 1080 miles.

We think this is a pretty good record for three months' riding.

PREMIER ROYAL.

CHICAGO, Feb. 6, 1884.

#### OUR INITIAL EFFORT.

Although the Lancaster Bicycle Club has never been heard from in these columns, it is nevertheless an institution that will compare favorably with the majority of clubs in the country, not only in point of membership—Springfield, Citizens' not excluded—but also in some of the most essential ingredients that necessarily constitute the successful bicycle clubs of to-day. In point of speed our best man makes his *one* mile in less than three minutes, and in all distances above to five in correspondingly short notice. That these figures stand good in this vicinity is attested by the simple fact that he has successfully "downed" the cream of all the surrounding counties, and although he has never appeared on the path at any of our noted meets, declares his intention of entering against some of our crack racers for the championship this season. If uniformity in size of members is considered an "essential ingredient," we gracefully yield the palm, but for *diversity* we lay claim to the belt. For a club of twenty-two men we contain about as many natural curiosities as any similar organization in the L. A. W. The colossal proportions of our "heavy man" and first lieutenant eclipse those of our esteemed President of the L. A. W., and the much-lauded flower of the "Citizens'" flock, while our infant comes within an ace of equaling the stature of the Springfield baby.

As regards fancy and expert bicycle riding, we are sadly deficient, but in the line of a new departure, that of expert *tricycle* riding, we lay claim to the championship. This, we believe, is an entirely new experience for the steady going "trike," but all who were fortunate enough to observe the grotesque gyrations of our champions, Messrs. Gray and Rohner, on a "Sociable," in Fairmount park, on the occasion of the Germantown and Pennsylvania meet, will agree with me that there is as much fun in the festive "trike," when it gets "riz," as any respectable "bike" in the country can conscientiously lay claim to.

There is a wide field for improvement in this particular branch of the sport at the present day, but we think the exhibition of our men included the full scope of the area on that occasion.

Our annual official election was held at headquarters, on January 31, and much important business transacted which will be brought out as the season advances. The following is a list of officers elected for 1884: President, C. B. Longenecker; Vice-President, S. B. Downey; Secretary and Treasurer, Will B. Youngman; Captain, H. S. Hartwell; First Lieutenant, Dr. E. P. Day; Bugler, W. Frank Gorrecht; Color Bearer, C. E. Haberbusch. There was no second

lieutenant elected, as our constitution does not provide for it, but it will be revised and another elected.

A motion to elect honorary members was considered, and deemed advisable, and the Mayor of the city and three prominent citizens were elected to act in that capacity.

When the club was first organized, two years ago, there was a clause in the constitution making it a League club, but the objection of the rising wheeling generation at that time to entering the League caused it to be struck out, in order to support a club; but at the last meeting it was resurrected and again inserted, and hereafter it will be compulsory for the "coming man" to join the League.

The question of spring races was favorably considered at this meeting, and it was decided to hold a tournament, the date to be decided later.

Our tournament of June, '83, was projected by the Mayor, and held under the auspices of the club in his interest, we not wishing to undertake the experiment, not knowing how it would be responded to by wheelmen or received by the public; but it proved an immense success, and so remunerative financially that hereafter the club will hold regular meets.

In view of the increasing popularity of the whistle or calliope code of signals, I will append ours as adopted for this year. This I consider by far the best method of signals yet adopted by wheelmen, and should be adopted by all clubs and sent to THE WHEEL for publication, to prevent other clubs using the same signals, and so getting orders confounded at the meets.

.....	Club Call.
FROM FRONT.	
.....	Form Line.
.....	Mount.
.....	Single File.
.....	Twos.
.....	Fours.
.....	Eights.
.....	Dismount.
.....	Danger.
FROM REAR.	
.....	Slow.
.....	Halt.
.....	All Right.
	BUDGIE.

#### NEW JERSEY DIVISION.

##### NOTICE TO MEMBERS.

The following gentlemen have lately been appointed Consuls:

21. Robert C. Clarkson, Beverly.
22. Edw. P. Woodruff, Bridgeton.
23. Chas. H. Gerurg, Madison.
24. Wm. M. Black, Matawan.
25. Nelson G. Palmer, Passaic.
26. A. H. Chamberlain, Rahway.
27. H. R. Jackson, Jr., Rutherford.
28. W. M. Van Schoick, Shrewsbury.
29. W. B. Thompson, Somerville.
30. Fred Harris, Dover.
31. Granville N. Buzby, Camden.

Woodbury has at present no consulate, the late incumbent being no longer a member of the Division.

The annual meet of the Division will be held in June, probably at Long Branch, that place presenting many attractions in addition to good roads and hotels. Members are invited to send their views on this subject to the Chief Consul.

Messrs. Hastings (Elizabeth), Burr (Plainfield), and Provost (New Brunswick) have been appointed a committee to draft a con-



stitution and by-laws, which will be acted upon by the State vote.

A valuable geological map of New Jersey (scale 6 miles to 1 inch), showing the nature of the roads in various sections, as well as towns, railroads, and rivers, may be obtained from Prof. Cook, State Geologist at Trenton—also a topographical map of the northeast part of the State (scale 1 mile to the inch), giving all thoroughfares in detail, accurately and distinctly.

Fraternally,  
LLEWELLYN H. JOHNSON,  
Chief Consul New Jersey.

February 9, 1884.

#### NOTICE TO CONSULS.

Consuls are requested to interview hotel-keepers in their own and adjacent towns, and report the names, location, and charges of those they consider desirable for appointment as League hosteleries. Consuls now holding the stencil outfits are desired to notify the Chief Consul without delay. Lists of road routes, giving location, length, and quality of surface, should be kept by Consuls, and copies sent to the Chief Consul for record.

Fraternally,  
LLEWELLYN H. JOHNSON,  
Chief Consul New Jersey.

February 9, 1884.

#### DECLINES TO RUN AGAIN.

*Editor of The Wheel:* Having received numerous inquiries on the subject, will you please state in your columns, that, owing to business engagements, I am reluctantly compelled to decline becoming a candidate for re-election as Chief Consul for Ohio, and regret my inability to serve the League in an "official" capacity in the near future. Unofficially, I will be as faithful as ever to our organization.

Respectfully yours,  
H. S. LIVINGSTON.

CINCINNATI, February 8, 1884.

#### WINTER RAMBLE.

One Sunday afternoon in December last, I strolled through Druid Hill Park. The weather had been raining for some days before, but the day was clear and pleasant. Rambling about in ignorance of the location of the many points of interest in the park, I climbed a rather high hill crowned by a mansion having in front a broad level space; from the edge of this, looking south, could be seen a rolling plain, whose grass, still green, contrasted with the darker green of the few pines dotting it, and the thick sombre shadow of a closely grown grove of huge oaks on the other side; a buttonwood tree of gigantic size showed its bright limbs in bold relief against this dark background; opposite where I stood, through the thickest of the trees, a narrow opening, like a Gothic window, revealed the bright blue waters of the lake, the white marble and red brick walls of the city, and beyond the bay, all bathed in the brilliant afternoon's sunshine. It formed a picture whose delicate, delicious beauty I have never seen surpassed. Continuing my stroll, I passed through the Mt. Royal entrance to the park, and found myself on Boundary avenue, near the Maryland Club's palatial house. Entering, I was shown into the reading room, where several gentlemen were sitting, who gazed with coldly suspicious eye on the stranger. 'Twas then I first felt the value of my L. A. W. membership. Slowly drawing from its case my membership card, I handed it to them. With magical haste, frowns changed to smiles, and the gentlemen of the club vied with each other in warm welcomes, and in exhibiting the many attractions and conveniences of

their commodious club house, and I must confess that kinder or more hospitable and courteous gentlemen I never met. If the League never does more for me than it did in securing for a stranger in a strange city so hearty a greeting, and in introducing to me the merits of THE WHEEL, I should still be vastly in its debt.

The next Tuesday night the bright moon tempted me to prove the virtues of the fine roads I had noted in the park on Sunday. I was told that the park gates were closed at 9 P. M., so shortly after 6 I went to Clark's to hire a machine. I secured a 50-in Special and started out. I had been in Baltimore but a short time, and my traveling had been confined to Baltimore street and the cars, so I had only vague ideas of the general direction of the park and no knowledge of the streets running to it; accordingly I asked the gentleman from whom I procured the machine for directions, and he gave me an abundant supply; but seeing that I was too ignorant to learn much, he told me to go to Charles street and follow the cars, and that I would find about two squares of cobbles, where I had better walk. I went to Charles street and followed his directions (that is, the cars), and found the cobbles; but when the two squares grew to twenty and then didn't cease growing, it wearied me, and I asked a boy where the park was. He informed me that I was going away from it (I had followed the wrong car at some turn), and gave me minute directions how to find certain streets. I went along very carefully till I reached a street resembling the first one described, when I asked a lady the name thereof. She replied, "Garden street." Surprised, I said, "Why, I thought this was Linden avenue!" "Well," she said, "so it is, but it used to be called Garden street, and we call it so still." I went up "Garden avenue" a short distance and asked a man the name of a cross street. He replied, "— street." "Why, I thought it was Preston street?" and then came the same reply, "Well, so it is, but it used to be called," etc. A few squares further on I reached Entwaw place, and almost paradise, for a finer, smoother roadway wheel never rolled on. Continuing, I came at last to the park, to find the gates closed and locked! A man standing near kindly told me that in winter they were closed at 7 P. M., but that there was a small gate some square or so away where I might possibly get in. I found the gate—one constructed with the special idea of keeping cattle and bicycles outside, and finally I had to haul the machine over a six-foot picket fence. I had never known how heavy a Special was before. Once in, my troubles were over, and I felt, when spinning over the smooth roads and coasting and climbing the hills, amply rewarded for my toils. I rode up the hill, where the mansion stands, and looked again over the plain and through the window in the wood, but its glories had departed with the sun.

WILL O' WISP.

#### THE PROPOSED AMENDMENTS.

*Editor of The Wheel:* I suppose that it is entirely proper to consider, in advance to the officers' meeting, any amendment of League Rules proposed and published, the publication being, in fact, partly for the purpose of calling out opinions regarding them. Permit me, then, to express my views as to those published in THE WHEEL of Feb. 1st.

First. As to amendments to Constitution. Surely the officers have no power to change the Constitution of the League. That can only be amended by the League itself, and as all the amendments proposed to the Rules

would be of no effect unless the Constitution were amended, I cannot see that any action can be taken at the forthcoming meeting of the Board of Officers, unless it be to recommend to the League, if the officers so desire, the amendments suggested as to raising the dues; while I consider it very unfortunate to have them more than the even dollar, in view of the fact that the State Divisions retain half of this, and that the League organ takes the other half, an increase in the dues seems inevitable. If, however, the amount allowed to the State Divisions was one third of the amount received for dues, would not the balance pay the expenses of running the League? It has always seemed to me that about as much money would be received by keeping the dues at one dollar as would from any higher amount. The loss in membership at any higher figure reducing the receipts very considerably. The strength of the League will always be in a large membership, and nothing should be done to reduce it that can possibly be avoided. I shall hope to see some plan devised yet that will pay all expenses with the dues at one dollar.

Now as to the proposed amendment uniting the offices of secretary and treasurer. I do not know who suggests it, but I cannot but think that it was done without mature consideration. It seems to me that it would be a very serious mistake to adopt it.

The intention is, of course, to simplify the management of the League, to do away with some of the "red tape." But this would be gained at too great a risk. It would make the very existence of the League depend upon the life, the faithfulness, and the efficiency of one man. In case of the death or resignation of this officer, it would be no easy matter to find a member to take his place at short notice. And he would find it no easy matter to pick up the dropped threads and get matters to running again. Serious delay and confusion would inevitably occur. What would the League have done when Corresponding Secretary Putnam resigned so suddenly, had it not had a Treasurer possessing the knowledge and the ability to fill the two offices ad interim? The League owed its life at that critical moment to Treasurer Gilman. Not always would there be a man holding one of these offices so able and willing to take such a load upon his shoulders. But a contingency is likely at any time to arise which would require that the person holding one of these offices should, for the time being, assume the duties of both. It would be unsafe to trust to one person to fill both offices for the year.

Each of these officers is a check upon the other. In case one or the other should prove careless or inefficient, the other would correct him, and prevent the serious results that would ensue if the one was alone keeping the accounts of the League.

Again, in case of a fire which might destroy the records and lists of members of one officer, as the Rules now stand, the other would have a duplicate set, and no serious damage would result.

It does seem to me that a moment's reflection will show to any one that the League needs both officers, and I trust that they will never be merged in one. We cannot always have such a Treasurer, but what member of the League could consent to lose Treasurer Gilman? Long may he remain "among the highest" officers of the L. A. W., and may we have others like unto him to fill the other offices.

A. S. PARSONS,

Representative for Massachusetts.

CAMBRIDGEPORT, Mass., Feb. 9, 1884.





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

FRED. JENKINS, MANAGING EDITOR,  
Box 444, New York.

N. M. BECKWITH, Pres. L. A. W. } Editorial  
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, February 15, 1884.

#### To League Members and Correspondents.

League Members must be particular to notify the Publishers promptly of any change in their address. If members do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY.

#### DISSOLUTION OF PARTNERSHIP.

NEW YORK, Feb. 15, 1884.

The partnership heretofore existing between Oliver & Jenkins is this day dissolved by mutual consent. Mr. Edwin Oliver will sign in liquidation.

EDWIN OLIVER,  
FRED JENKINS.

We have this day sold and transferred to The 'Cycling Publishing Company THE WHEEL and all its contracts, subscription lists, and properties.

OLIVER & JENKINS.

#### APPOINTMENTS.

I take pleasure in making the following appointments as additional Representatives L. A. W., for the State of Massachusetts, the same being the nominees of the wheelmen in districts mentioned:

H. S. Wollison, Pittsfield, Berkshire District.  
H. O. Edgerton, Greenfield District, Franklin Co. Nat. Bank, Greenfield.  
Adams D. Claflin, Boston District, Stonington Hall, Harvard University, Cambridge.  
Henry E. Ducker and A. L. Fennessy, Springfield District.

The following named gentlemen have been suggested by the Chief Consul of Pennsylvania for appointment as additional Representatives for that State. The suggestions are good ones, and as the time is too short between now and the 22d, the date named for the Board meeting, to communicate with these gentlemen, and to allow notice of their appointment to appear in the official organ,

I will depart from my usual custom of first communicating with nominees, and will appoint them at once, that such notice may appear in this number of THE WHEEL:

Fred MacOwen, 216 So. Third St., Phila.  
Victor M. Haldeman, Marietta, Pa.  
E. L. Miller, 134 So. Front St., Phila., Pa.

Fraternally,

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

#### A COR. SEC'Y PRO TEM.

To all members of the League of American Wheelmen, be it known that I have this day, in accordance with rule 29 of the By-laws, suspended the Cor. Secretary, Mr. Fred Jenkins, of New York city, pending an investigation into the charges preferred against him by the Springfield Bicycle Club, of Springfield, Mass., and that I have appointed in his stead as acting Secretary, and to hold office until the convening of the Board of Officers on the 22d of the present month, the present Treasurer of the League, Mr. W. V. Gilman, of Nashua, N. H.

All business properly accredited to that office will therefore be transmitted to him until further notice.

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

NEW YORK, FEB. 8, 1884.

#### ANOTHER PROTEST.

*Editor of The Wheel:* In the issue of THE WHEEL of Feb. 1st we find a proposed amendment to the Constitution of the L. A. W. in regard to raising the dues and fees of the said L. A. W.

At the regular monthly meeting of the Camden Bicycle Club held last evening we discussed the matter fully, and came to the conclusion that if such an amendment should be decided upon by the Board of Officers, at their meeting Feb. 22d, that it will be very much to the detriment of the League; we do not see the necessity of such a move; also we think that it would be very proper for the Secretary of the League to publish a monthly statement of the finances of the organization in your paper as the official organ, then perhaps the members distant from headquarters might see the necessity of raising the dues, etc.

We as a club (all being members of the League) do hereby enter our *protest* against its adoption.

Trusting that you will give this space in your next issue, we remain very truly yours,  
CAMDEN BICYCLE CLUB,  
per G. N. BUZBY, President.  
CAMDEN, N. J., Feb. 5, 1884.

#### OUR BOSTON LETTER.

SIXTH ANNUAL DINNER OF THE BOSTON BICYCLE CLUB—OFFICERS ELECTED AT THE ANNUAL MEETINGS OF THE MASSACHUSETTS AND BOSTON RAMBLERS BICYCLE CLUBS—NOTES AND GOSSIP.

The members of the Boston Bicycle Club partook of their sixth annual dinner last Saturday evening, February 9, at Young's Hotel. Some one hundred members and guests were present, and from all accounts the occasion was probably the most enjoyable and successful in the club series of annuals. I expected to be present, but was unavoidably absent. The following account of the dinner is from notes obtained for me by a friend, and is presumably correct. The dinner was announced to begin at 7 o'clock, but, owing

to the tardy arrival of some of the guests, and the greetings incident to a reunion of this kind, it was not until near 8 o'clock that the company sat down to the tables. The banquet was served in the main dining hall of the hotel, and was one of the best ever gotten up at this famous house. The menu cards were very neat and artistic, being two pieces of heavy beveled edge cardboard, joined together by white satin ribbons. On one of the cards was a pretty design, executed by C. W. Reed, and a list of the edibles; on the other were the toasts and a list of the present officers of the club. The banquet was spread on four long tables, President Hodges presiding over the main table, while Messrs. J. S. Dean, F. W. Weston, and E. C. Churchill did the honors of the remaining three. On either side of President Hodges were the guests of the evening, among whom were Alderman J. V. Whitten, Major T. R. Matthews, Dr. F. A. Harris, Col. Taylor, Col. Albert A. Pope, President A. G. Carpenter, of the Providence Bicycle Club, President H. R. Robinson, of the Crescent Bicycle Club, President W. I. Harris, of the Boston Ramblers Club, Mr. W. B. Howland, of *Outing* and the *Wheelman*, and Mr. Abbot Bassett, of the *Bicycling World*.

When a satisfactory quantity of solids and liquids had been disposed of by all, President Hodges called the gentlemen to order, and in a brief address stated that the Governor and Mayor had accepted an invitation to be present, but had failed to keep their promises, and he thought that at the next election for Governor a plank should be put in the platform of each party requiring the successful candidate to attend the annual dinner of the Boston Bicycle Club, for they had never yet had the pleasure of a Governor's presence at any of their dinners. He said that, contrary to custom in previous years, there would be but few toasts, as there were many present who came from a distance, and would have to leave before they could all be over, and proposed for the first toast of the evening "Our Country," which was heartily responded to, all standing and joining in singing the National anthem, accompanied by the Germania orchestra. The Governor being absent, Major Matthews responded to the next toast, "The Commonwealth of Massachusetts," in an appropriate manner. Alderman Whitten next responded to "The City of Boston," making a very bright and amusing address, and at the conclusion was enthusiastically cheered. The toast "Our Guests" called up President A. G. Carpenter, of the Providence Bicycle Club, who delivered a prophecy of the condition of cycling a hundred years hence. It was told in rhyme, and was exceedingly amusing, keeping everybody in a roar of laughter throughout its recital. Mr. F. W. Weston responded to the next regular toast, "The Boston Bicycle Club," in his usual bright and happy way.

Col. Albert A. Pope was next called on to respond for the Massachusetts Bicycle Club.

Messrs. J. S. Dean, W. B. Everett, C. W. Fournier, L. R. Harrison, and a number of others, followed with short and witty addresses, keeping the festivities up until midnight.

The annual meetings of the Massachusetts and Ramblers Bicycle Clubs were held last Tuesday evening. The officers of the Massachusetts Club elected for the ensuing year were as follows: President, H. W. Williams; Secretary, Ezra O. Winsor; Treasurer, D. J. Smith; Captain, Geo. Pope; First Lieut., J. J. Gilligan; Second Lieut., D. E. Devoe;



Buglers, J. E. Alden and Geo. H. Waters; Club Committee, President, Secretary, Captain, A. S. Parsons, and W. W. Freeborn; House Committee, Edw. W. Pope, Gilbert E. Chandler, and F. Heymer.

The Ramblers' election resulted in the choice of the following gentlemen to serve as officers for the ensuing year: President, W. I. Harris; Secretary, C. O. Schuchman; Treasurer, F. F. Rhodes; Captain, C. S. Howard; First Lieut., A. D. Peck; Second Lieut., W. C. Stahl; First Bugler, H. H. Frost; Second Bugler, W. E. Webber; Club Committee, the President, Secretary, Captain, and E. E. Merrill, and J. W. Wattles. Beyond admitting several new members to the club, but little business of importance was transacted.

I notice in the *Bicycling World* that Mr. Ducker, of the Springfield Club, wants the official organ of the League for the Springfield *Gazette*, and promises to supply it to members once a month at fifteen cents a year. The League may accept his proposition, but I doubt it very much, for a paper that could be supplied for fifteen cents a year would not amount to a great deal, and besides the members of the League do not want a monthly; they want a weekly that will chronicle all the news from the wheel world, and not a paper devoted only to official League business. THE WHEEL does this very satisfactorily, and, unless I am greatly mistaken, it will be nearly unanimously voted at the annual meeting to retain THE WHEEL as the official organ, even if the dues will have to be increased to cover the expense.

Chief Consul Hill has requested the Massachusetts and Ramblers Clubs to make nominations for a League Representative, as according to L. A. W. Rules we are entitled to another Representative, the number of League members in Massachusetts having been largely increased of late. The Massachusetts Club have nominated their ex-Captain, Mr. A. D. Claflin, for the office. The Ramblers have not yet made a nomination, but judging from what I can learn from the members they will nominate their President, Mr. W. I. Harris. Either of the gentlemen are particularly well fitted for the office of League Representative, and either would no doubt do much towards advancing the interests of the L. A. W.

The Cambridge Bicycle Club has made extensive preparations for a grand minstrel entertainment, to occur at Union Hall, Cambridge, on February 28. The affair will of necessity be a financial success, as tickets enough have already been sold to more than pay all the expenses, and in all other ways it will without doubt be as great a success, for the Cambridge Bicycle Club is noted for the energetic manner in which it carries out any project it undertakes.

The track at the Institute Building has been remeasured, and found to be short some 50 feet each lap, or 380 feet each mile; accordingly no record made on it can be allowed to stand.

LEWEE.

BOSTON, Mass., Feb. 11, 1884.

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“ “ “ solid color, with collar, striped,	6.50
“ “ “ solid colors, with club initials woven, to order,	
“ “ silk, solid colors,	21.00
“ “ “ with club initials woven in, to order,	
Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen,	2.50
“ “ “ “ in white woolen,	5.00

## ENGLISH BICYCLE HOSE, (by Mail 10 Cents Extra.)

In solid colors, blue or brown ribbed,	\$1.50
“ “ “ “ with knit top,	2.00
“ “ “ “ finer texture,	2.50
In solid colors, green, with knit top,	2.00
“ “ black, fine rib,	2.00
“ “ “ heavy rib,	2.50
In mottled colors, drabs or browns,	2.00
In steel gray,	2.50

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Woven silk belts, with gilt buckles, in stripes,	\$1.25
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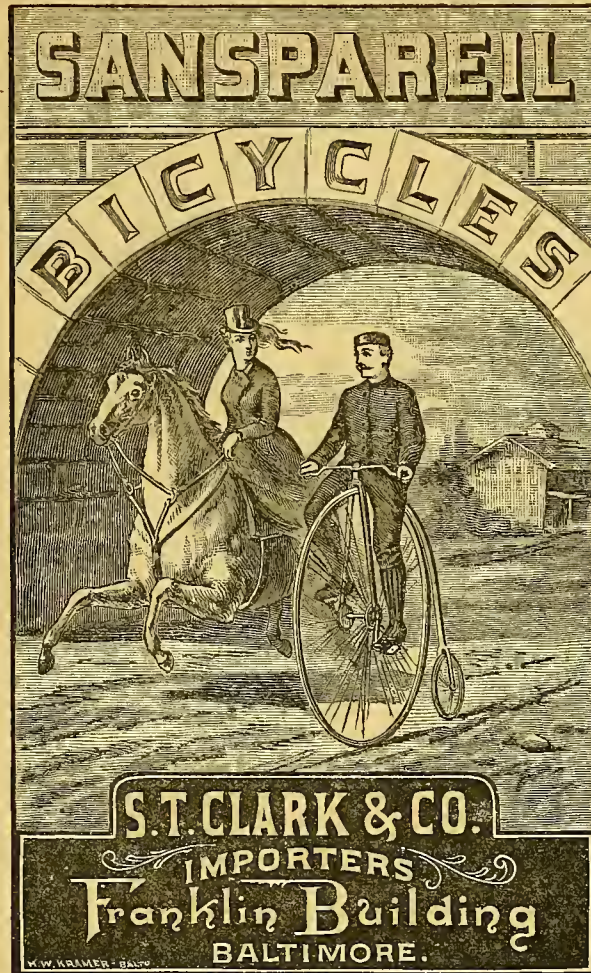
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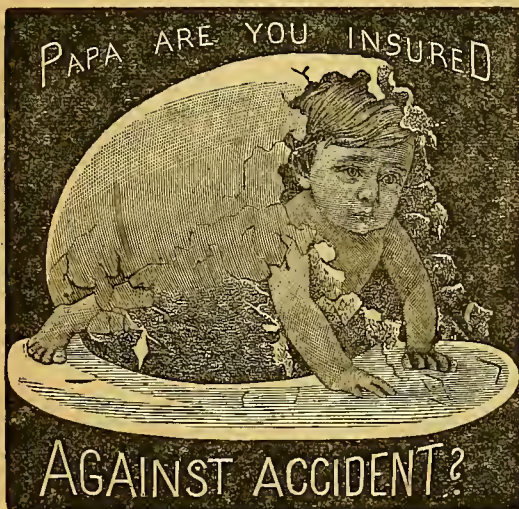
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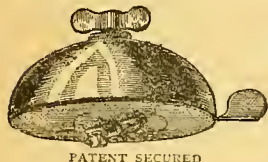
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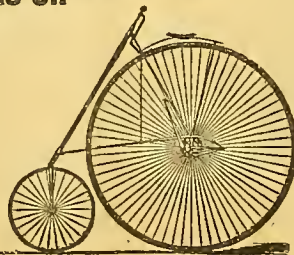
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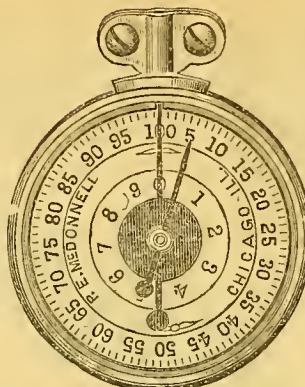
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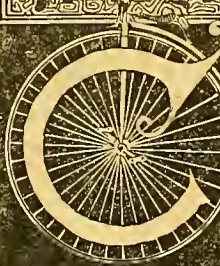
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