

THE EVENING

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Modesty was always especially noticed by me in racing men, and the following is the latest specimen, and I think the finest. It is addressed to the *Leicester Athlete*, and in an unrhymed, ungrammatical, and rambling way defends the writer's character against some doubts cast upon his riding and is thus signed:

"I am Sir,
StraightForward
And Honest
R. HOWELL
One, five, ten, twenty, and twenty
five Miles Bicycle
Champion of the World."

That's all he claims for himself.

I have just about recovered from my highly pleasing trip to N. Y. State Division meet at Albany. A better time I have never had, and a better club, more handsomely housed than the 165 members of the A. B. C., cannot be found. Long shall I cherish the most pleasant memories of this event, and the good fellows I met there, who even abandoned their usual evening prayer meeting to give me whatever aid I might need in carminizing the municipality. This important and necessary event was highly and successfully accomplished, and no one need ever have to ask in Albany or elsewhere, "who're the A. B. C.'s?"

The *Spirit of the Times* has discovered the highly important fact that the editor of this paper had failed to "blue pencil" a note of mine last week, calling attention to an error in L. A. W. Racing Rules. Far be it removed from my intention to instruct a paper which devotes its entire bicycling column to telling its readers how it would run the League if it was only asked to, but I must be allowed to state for its benefit, as I have so often done for others in the past, that any expressions in this column are my own and not this paper's sentiments, and that any opinions or beliefs I may desire to express are at all times free from danger of blue penciling by the editor.

Have just met "Pit" and I hardly recognized him at first. Since he has won the State Tricycle Championship and wears upon his breast the glittering emblem of his supremacy, he don't consort with any not "champions," and looks down with pity upon his less fortunate brethren who, like myself, haven't any medals, and don't expect to get any, now things have come to such a pass that 3.20 classes are won in 2.48. He says it reminds him of way back in 1849, when he won the championship of Maine in the unequalled time of 8.46 for the mile.

Allow me say to the Racing Board, L. A. W., that there was and is only one man in American cycling who can and will intelligently and ably do their handicapping, and that man is Fred Jenkins, all reports and insinuations to the contrary notwithstanding.

How long, oh! how long is this superiority of horses and those connected therewith to be cast in our teeth? Here is the fair Victoria running off with pa's coachman, when many and oft in the past has she answered the night calls of a party of cyclists on their way to Yonkers, any one of whom I am sure would have willingly saved her this disgrace. It reminds me of that horseman's hymn, "You have got to be a lover of the horse if you want to go to heaven when you die," with a cycling addenda of "or catch a pretty girl while you live."

Yea, verily! the way of the transgressor is hard. Now the *Evening Dial* comes out and says that Egan is the rival of that prince of dudes, E. Berry Wall. This on top of the recent fish story must prove a heavy load for even Egan to bear.

Dick Nelson is the latest addition to our racing tipsters, i. e., those riders who always know who is going to win a race before it is run. It cost him "supper for the crowd" though in making a bet with Ed Blue that Huss would beat Pit in the State trike championship.

Sarah Bernhardt, while in England, went on a visit to some of the extensive cycle manufactories in Coventry, and while standing watching one of the workmen busy polishing the spokes of future wheels, she unconsciously leaned against the stack of those unpolished. The workman, busy at his task, seized her and was about to put her through the buffing machine, when he discovered, through her being less robust than a spoke, who she was. In speaking about the affair afterwards, he remarked that she was so thin that she could readily be mistaken in size for "a spoke, but ended" the comparison there.

If the present rage for Rudge racing machines keeps up, I will have to coin a new word for racing and would suggest that "rudge" ing would about fill the bill.

How the cyclist's heart swells with an honest pride when he sees his work being recognized by his fellow countrymen, and from his ranks their rulers chosen. The New Haven Club, always to the fore, has given us a laudable example in this to follow. They first make the Mayor their President, and then feeling that when he was President of so august an assemblage as themselves that he was worthy of something better, they run him for Governor. The papers are full of all kinds of votes. We read of the Irish vote, the German vote, the Greenback vote, and a thousand other kinds of votes, but it remained for a woman to discover and bid for the greatest of all, the cyclist vote. Belva Lockwood, that Venus of wheelodom, has received the nomination from some party or other for President of the U. S. Just think of it! A cyclist for President and a lady three wheeler at that. I am daily expecting to behold the dead walls placarded with lithographs of this fair candidate mounted upon a trike leading all other Presidential candidates in a race, the finish line of which is the White House portals. May be I won't though.

AN ENTERPRISING FIRM.

Among the earliest of business men, outside the circle of dealers and manufacturers, who grasped the idea that a profitable business could be worked up in the way of wheel-

men's furnishings was Ira Perego, who is too well known to need any introduction to the bicycling public.

Mr. Perego saw the demand for a fine quality of bicycling furnishings was unfulfilled in this country, and about two years ago commenced to lay in a stock of the finest kind of goods in the way of shirts, hose, jerseys, and the like, and by judicious advertising placed them on the market. The result is well known. Wheelmen commenced to buy individually, and finding their goods of the highest order, brought the matter before their clubs, and in many cases Mr. Perego has been voted the official outfitter.

In a recent conversation he tells us that it is not an unusual thing for him to fit out an entire club from top to toe, while his growing business necessitates the employment of a large force of clerks. His motto is to supply the best of everything at a reasonable figure, and that nothing worthy of the market may escape him, he takes an annual trip abroad in search of novelties. At all the large meets he is represented, more prominently at Springfield than elsewhere. His goods are always well received, and give universal satisfaction, and to all in search of first-class articles we cheerfully recommend them to patronize Mr. Perego, the athletic furnisher of New York.

FROM THE CLUBS.

NASHVILLE.—At the fifth annual election of the Nashville (Tenn.) Bicycle Club held on Tuesday, Sept. 9, the following officers were selected: A. E. Howell, President; A. J. Dyas, Jr., Vice President; J. R. Dortch, Secretary and Treasurer; J. B. Burdett, Captain; J. Gibson, 1st Lieutenant; V. L. Cunningham, Standard Bearer, and Jas. K. Polk, bugler.

P. G. & P. RACE MEETING.

The Philadelphia, Germantown and Pennsylvania Bicycle Clubs held their race meeting at the Gentlemen's Driving Park on Saturday. The day was bright and beautiful, and had it not been for the heavy northern wind which prevailed during the whole afternoon, it would have been a perfect day. The attendance was very good, being about 800, and the track, although dusty from the long drought, was in fine form, and the races created a great deal of excitement and enthusiasm. It was ten minutes to three before the first race on the programme was called. It was the twenty-mile race for the Pope Challenge Cup, and had three entries, all of which came to the post at the tap of the bell, and responded to their names: T. A. Schaeffer, Pa. Bi. Club; Edw. Kohler, Pa. Bi. Club; H. Milton Ebert, Norristown Bi. Club. Schaeffer rode a Royal Mail light roadster, Kohler a Sanspareil racer, weight 24lbs., Ebert an Expert Columbia roadster. They all got away to a good start, Schaeffer at once taking the lead. The following is a table showing the positions of the men throughout the entire twenty miles:

| MILES. | | H. | M. | S. |
|--------|-----------|----|----|--------|
| 1 | Schaeffer | 0 | 3 | 39 |
| 2 | Schaeffer | 0 | 7 | 27 1/2 |
| 3 | Schaeffer | 0 | 11 | 25 |
| 4 | Schaeffer | 0 | 15 | 43 1/2 |
| 5 | Kohler | 0 | 20 | 60 |
| 6 | Schaeffer | 0 | 24 | 09 |
| 7 | Schaeffer | 0 | 28 | 11 |
| 8 | Schaeffer | 0 | 32 | 24 |
| 9 | Schaeffer | 0 | 36 | 13 |
| 10 | Schaeffer | 0 | 40 | 13 |
| 11 | Schaeffer | 0 | 44 | 23 2-5 |
| 12 | Schaeffer | 0 | 48 | 29 |
| 13 | Schaeffer | 0 | 52 | 57 |
| 14 | Kohler | 0 | 57 | 39 |
| 15 | Schaeffer | 1 | 02 | 58 |
| 16 | Kohler | 1 | 06 | 24 |
| 17 | Schaeffer | 1 | 10 | 41 |
| 18 | Schaeffer | 1 | 15 | 20 |
| 19 | Schaeffer | 1 | 19 | 34 |
| 20 | Kohler | 1 | 23 | 29 |

When the trio started for the last mile Schaeffer was leading by a length, but on going around the first turn Ebert passed him, and a loud shout went up from the Norristown delegation, but the heavy weight of his Columbia for the long distance had done its work, and as they entered the back stretch Kohler on his light racer put his legs into his work and went to the front in grand style and was never again headed, winning with ease, with Ebert second, and Schaeffer a bad third.

The next event was the novice race, one mile. Out of the fourteen entries but eight faced the music, as follows: William S. Wright, Bristol, Pa.; M. J. Bailey, Philadelphia, Pa.; C. B. Nichols, Gtn. C. C.; W. W. Randall, Gtn. C. C.; C. G. Wilson, Reading, Pa.; John L. Brower, Phoenixville, Pa.; S. M. Gideon, Gtn. C. C.; E. F. Wheeler, Camden, N. J.

Wilson was the first to get away, but the lead was soon taken by Nichols, and Gideon went up to second place, where he remained until turning into the home stretch, when he drew away and won easily in 3m. 16s., with Nichols second.

The next race was the one-mile tricycle championship of Pennsylvania, with the following starters: A. G. Powell, Gtn. C. C.; M. W. Brinkman, M. D., Pa. Bi. C.; E. M. Aaron, Pa. Bi. C. Brinkman got away first, and retained the lead until the back stretch was reached, when Powell put on a spurt of speed which took him to the first position, and he then opened a gap of fifteen lengths by the time the half mile was reached, which was 1:54 1/2. Aaron quit before the half mile was completed, as some one by mistake had substituted another tricycle for his, and he found it impossible to work it. Powell won easily in 3:53, Brinkman second in 4:06.

But four men put in an appearance to the call for the open three-mile race out of entries that numbered fourteen, as follows: George D. Gideon, Germantown C. C.; Frank M. Dampman, Honeybrook, Pa.; M. J. Bailey, Philadelphia; Asa Dolph, New London, Ohio. Dolph took the lead at once, Gideon second, and Dampman third. The

half mile was reached in 1.40. Bailey gave up at the three-quarter pole, and Dolph finished the mile in 3.24, with Gideon well up.

The positions remained unchanged at the mile and a half and two miles, except that Dolph had increased his lead to five lengths, which he reached in 6.46, with Gideon and Dampman fighting hard for second place. On the last lap of the third mile Dolph spurred and opened his lead to an eighth of a mile, and won in 10.04, Gideon second in 10.32½.

For the boys' race, under sixteen, half mile, there were four entries, but T. R. Finley, of Smithville, N. J., was the only one to show up, so he rode against time in his walk over and made the half mile in 1.43.

For the Pennsylvania Club race, one mile, members of Pennsylvania Bicycle Club only, had eight starters: M. W. Brinkman, Charles E. Verkes, C. A. Roberts, S. Cheyney, A. H. McOwen, T. A. Schaeffer, F. W. Kohler, S. H. Crawford. Kohler went at once to the front, but was captured on the back stretch by Crawford, who was passed in time by Brinkman at the half mile. Nearing the three quarter pole Kohler spurred and regained the lead, which he held to the finish, winning easily in 3.14½, with Brinkman second, in 3.17.

Pennsylvania State championship half mile race had the following starters: G. D. Gideon, Gtn. C. C.; F. M. Dampman, Pa.; E. C. Markley, Jr., Phila.; Barry Searle, A. C., Lehigh University; W. J. Wilhelm, Reading Bi. C.; L. J. Kolb, Phila.; N. S. Darlington, Phila.; Dampman went off with a rush, but was collared by Searle on the back stretch, who also was overtaken at the three quarter pole by Gideon, who won, hands down, in 1.31, Dampman second 1.33¼. Markley third.

For the one mile open there was not a single man who would ride against Dolph but A. G. Powell. Dolph took the lead at the turn and opened five lengths at the quarter pole, and at half, which he reached in 1.33½; he was fifteen lengths in the lead, and finished the mile in 3.08 1-5; Powell, 3.30.

FIVE MILE BICYCLE STATE CHAMPIONSHIP.

F. M. Dampman, Honeybrook, Pa.; Louis J. Kolb, Philadelphia, Pa.; T. A. Schaeffer, Pa. B. C.; F. W. Kohler, Pa. Bi. C.; S. H. Crawford, Pa. Bi. C. Kohler headed the procession, with Kolb second. This position was kept for the first mile, which was made in 3.54. No change was made for the second mile, and the time showed 7.39. At the 2½ mile post Crawford moved up to second place. The third mile saw no change in the order of the men. Time 11.33.

At the three and a half mile post the four men were bunched, with Kohler still leading, and the fourth mile was marked 15.29½.

At the four and a half mile post, Crawford took first place, but on the back stretch Kohler again resumed it, and then again relinquished it to Dampman, and from the lower turns to the wire they had it nip and tuck, Dampman winning by very hard riding in 18.5½, with Kohler second in 18.52.

The following are the starters in the one-mile bicycle Pennsylvania State championship: George D. Gideon, Gtn. and Pa. Bi. Clubs; M. W. Brinkman, M. D., Pa. Bi. C.; Barry Searle, A. C., Lehigh University; W. J. Wilhelm, Pading, Pa.; I. J. Kolb, Philadelphia, Pa.

Gideon took things easy after allowing Brinkman to lead at the half mile, in 1.39¼, and then went on and won easily in 3.20, Brinkman 3.22 1-5.

In the match of polo on bicycles, between T. W. Finley and Grant McAnny, Smithville, N. J., Finley won the first goal in three minutes. The second was won by McAnny in four minutes, and the third by Finley in one minute and ten seconds. Master Finley then gave an exhibition of fancy riding which he executed with wonder, skill, and grace, and received hearty applause.

There were three starters in the tandem tricycle race, one mile, as follows: (Club teams of two each.) Germantown Cycling Club, represented by A. G. Powell and G. D. Gideon; Pennsylvania Bicycle Club, represented by E. M. Aaron and S. A. Crawford; Ladies Cycling Club, of Philadelphia, represented by M. W. Brinkman and W. W. Randall, and was won by the Germantown representatives without a struggle, in 3.44½, Brinkman and Randall second, in 4.12. Medals were presented to first and second men in each event, and every one present was delighted with the entire programme.

THE ANNUAL RACE MEETING OF THE ALBANY BICYCLE CLUB.

Wednesday, Sept. 10, opens warm and fair with scarcely a breath of air stirring. favorable conditions for the racers. The city is already alive with wheelmen and more arrive by boat and train.

A delightful sail of three miles up the Hudson and Island Park is reached, where a mile track in fine condition awaits the anxious contestants for fame and fortune's smiles and favors.

A goodly audience, comfortably seated in the grand stand, are ready to offer the incentive of hearty and liberal applause to all deserving effort.

Quite promptly the first race is started, it being a one-mile novices, for members of the Albany Club. The starters were four in number, Mr. Chas. Gove winning the first prize, a gold medal. Time 3.22½.

The second event was 100 yards, slow race; prize, a stop watch. Of the numerous starters all came early to grief, "falling as the leaves do fall," except Mr. Neil Campbell, of Niagara Falls, N. Y., and Mr. T. R. Finley, of Smithville, N. J. The former rode a "crank," the latter a "Star." Mr. Finley won easily in not very remarkable time. In the two-mile tricycle race which followed, the veteran W. R. Pitman, of New York, delighted his many friends by forging ahead of his only competitor, Mr. Clarence Howland, Akron, Ohio, when within 100 yards of the finish, winning the race and first prize, a tilting water set, Mr. Howland receiving the second, a pair of nicked lamps. Time 7.48 3-5.

In the fourth event, amateur, fancy riding, Mr. Finley gave a far superior exhibition, both in skill and grace, to Mr. Campbell, and was awarded the first prize, a gold lined cake basket, his competitor being solaced with a pair of gold tooth pick holders.

The five-mile championship of the Albany Bicycle Club was quite spiritedly contested. There were several starters. There were some pretty spurts, but Mr. C. H. Ross finally drew away from the others, winning a gold medal and the race in 18m. 22s.

In the sixth race, a mile without hands, there were half a dozen starters. Mr. H. S. Wollison took the lead from the first and held it, winning in 3m. 17½s., with Mr. Finley second. The prizes were, first, a brass lamp; second, a racing suit.

The seventh event was of especial interest in that Mr. S. Sellers, of England, who had the day before broken the mile record at Hartford (lowering the time to 2.39) attempted to break the record for the half mile. At the start he shot away from the rest and kept a good lead, but slowed upon the home stretch, making only 1.23, taking the first prize, a gold medal.

In the eighth race, one mile for 3.20 class. Mr. A. B. Rich, of Staten Island, N. Y., took the lead at the half mile and won easily in 3m. ½s.; prize, a silver fruit dish; Mr. Earl Wheaton, second, won a set of scones.

The last event was the five mile L. A. W. N. Y. State championship, prize, a gold medal.

This was one of the prettiest races of the day. There was a field of starters, who kept well together, until on the last half of the fifth mile, when Mr. A. B. Rich, the winner of the previous race, pulled out ahead and increasing his lead all the way to the finish, won easily by about fifty yards. Time, 17.44 3-5.

SECOND DAY.

Unfortunately for all concerned, the sky next morning was black with clouds which boded ill for the success of the races. All the morning was occupied with the parade which was exceedingly small in numbers. Ninety men in line was the greatest number that put in appearance. The Albany Club had, of this number, 32. The others in line were the Ixion, Mr. Vernon, Knickerbocker, Troy, Ariel, Binghampton, Brooklyn, Citizens and unattached. The route led through the park, over fine roads, and was apparently greatly enjoyed by the crowds that watched them. Towards one o'clock the rain fell in torrents, and a small host of wheelmen and spectators crowded into the cabin of the steamboat. Upon arriving at the track all idea of fast time vanished. Pools of water greeted the eye everywhere, and the mud was an inch thick in many places. On the extreme outside was a dry spot some two feet wide, running around the entire course, which was in demand, and the man, who first reached it at the start, was the winner of the race. The contests were all creditable

although no extraordinary time was made. The following are the results:

One Mile L. A. W. State Championship.—C. E. Titchener, first, time, 3m. 30½s.; T. W. Roberts, second.

One Mile (A. Bi. Club).—C. H. Ross, first in final heat, time, 3m. 39½s.; W. W. Cole, second.

One Mile Tricycle L. A. W. State Championship.—Will R. Pitman, first, time 4m. 58s.; Geo. M. Huss, second.

Three Mile Handicap.—C. H. Rogers (45s) first, time, 11m. 22½s.; T. W. Roberts, second.

One Mile Ride and Run.—Wm. H. Stone, first, time, 5m. 20s.; Henry Gallien, second.

Ten Mile Handicap.—C. H. Ross (2m.), first, 38m. 23½s.; H. S. Kavanaugh, second.

The Consolation Race was won by Wm. Wait in 1.40½; P. M. Harris, second.

SOUTHERN VT. ITEMS.

The following is an account of the First Annual races of the B. C. C., which took place according to programme on the old Windham County Trotting Park, Saturday P. M. Aug. 16.

The track (a half-mile) was not in good condition, the ends particularly being very soft, and the day being one of the warmest of the season, fast time was not looked for.

The first was for the three-mile club championship and the Childs medal. The entries were 3 in number, C. L. Sherman, C. R. Crosby, and F. E. Reid. Sherman took the lead, which he kept easily, winning in 12.31, Crosby and Reid withdrawing before the finish.

The medal above spoken of, was presented to the club by A. W. Childs, local agent for the Pope Mfg Co., and is to be raced for twice each season, and when won three times in succession to become personal property. In the second race, a mile for machines under 50-in., the contestants were E. H. Atherton, Frank Crosby, F. C. Stedman, and C. H. Thompson. Atherton won in 4.15¼ followed by Thompson, Crosby, and Stedman in the order named. Next was a half-mile dash without hands, C. R. Crosby and C. L. Sherman being the only ones to appear.

At the send-off, Crosby took the lead and kept it until about three quarter of the way around, where he had to take second place, Sherman winning by a few feet in 2.03.

This proved the most exciting race of the whole, the applause being incessant from the time Sherman showed to the front, until the finish. The next in order was a two-mile, open to all, and the contestants, as placed at the start, were C. W. Schuster, local; Chas. Alexander, Leyden, Mass.; C. R. Crosby, local; and Frank Streeter, Northfield, Mass. Streeter took the lead, and held it until nearly around the first time, when the right crank to his machine worked loose, and he was obliged to stop. Crosby, when he came around offered his machine, which he accepted and rode a short distance, and then gave up for good.

Crosby, nearly a lap behind the rest, again took his own machine and completed the distance. Alexander won in 7.34, Schuster second, Crosby third. This was the last race arranged for, but a purse being made up by some of the spectators, a sort of consolation, free for all, scrub race was indulged in by eight starters, who finished in the order named. Alexander, Reid, Drown, Schuster, Atherton, F. Crosby, and Taylor, the eight not finishing. The purse was proportionately divided, and orders given on the local merchants.

The races were run according to League rules, the Judges being, O. A. Marshall, and W. S. McKenny.

The attendance was very good, considering the heat, and also that bicycling is really a new sport in this region.

Above all expense, I understand the club have made a small sum, and feel well pleased with this, their first attempt, and hope to be in circumstances next year of enabling them to make their second annual much more attractive. "So mote it be."

Squibs' "Dummy" made lots of fun, especially when he got the false start in the two-mile.

Fred, all wish your next will be more successful. And I hear C. R. C. gently murmur "Me too."

J. W. Drown, "Prex D," is agent for the British and Xtra Challenge, Light Roadster and American Rudge, and those thinking of

purchasing will do well by consulting him before doing so.

The ladies of the R. L. D. C. were present in a body at the races, and gave their club call before departing, and presented the various victors with bouquets, "R. L. D. C. S. I. Que 'Rah, 'Rah, 'Rah."

One of the club members has made a vow by all the cycling gods that C. L. S. won't wear that medal next time.

The club committee are on the look out for a suitable club room.

How the boys would smile to see Cressy treading a Star. Am afraid it would take what little star (ch) there is left, after so much high and lofty tumbling as he had done. He must now be contented with the uniform of the N. G. V. Co. I.

I expected to be clubbed or shot before getting as far as this, but as I have not been, perhaps this would be as good a place as any to stop, with one more episode which I think, without boasting, is a good "pard" for the Owl's "Red and Green Oil" story, of April 18th, and because it is true, makes it too rich to keep from the gaze of all good wheelmen.

One of the local wheelmen going up into the back country on a quiet run, stopped at a "country store" to refresh himself with a glass of — (he forgot what), and while there, he opened a conversation with a farmer, and as it looked like rain, the farmer asked if he had anything he didn't want to have get wet, "Ycs," says Clif; "my bicycle." "Eh, what, your bicycle?" "Yes." "Well, what's that, a landscape?" "No, its a machine I ride on." "Oh, I suppose you don't want to get the trimmin's and varnish wet, eh?" Clif says he guessed the farmer thought he was peddling oil paintings or something of that sort; but as he has never as yet been guilty of "painting the town red," we will leave the countryman to go home and tell the folks of "that gol darned thing he seen down to the store."

The Tramp.

STILL ANOTHER "KROHN."

Editor of The Wheel: I have just received from some unknown friend the June issue of a little magazine called the *Mid-Continent*, printed at Des Moines, Ia., containing a marked paragraph under the title "Books and Bookmakers," which reads as follows:

"A Finnish student, Mr. Kaarlo Krohn, has been traveling in Esthonia, for the purpose of collecting the folk songs, the number of which surpassed all expectation. Mr. Krohn has, during this summer, obtained over 1,000, and the Finnish Literary Society in Helsingfors has now over 13,000 such songs in its possession, all of which bear more or less resemblance to the Kelevala."

This singular coincidence in names naturally suggests the idea that the acquisition of the 3,000 one dollar subscribers to "Ten Thousand Miles on a Bicycle" will not really make me happy unless I can include among them my namesake and fellow-cavasser, whose explorations in Finland I trust are made by bicycle. I shall write to him at once, and urge him to push my scheme vigorously among the Finns. I seem to need such foreign help, for the last week's additions to my subscription list were only 25, making its present total 1,855.

KARL KRON.

WASHINGTON SQ., N. Y., Sept. 8.

FROM PHILA. TO NEW YORK.

First Ride, Philadelphia to Jersey City.—Left "Seven Stars Hotel," Frankford, Phila., 4 A. M. July 4th; reached Trenton, 6:50, Hopewell 9:15, Plainville 10:20, Somerville 11:40, Bound Brook 12:15, Plainfield (via New Market) 1:10; took breakfast at Trenton; had fog and head wind; it rained hard at Bound Brook and made afternoon's ride very muddy. Left Plainfield (after dining) at 2:30, reached Springfield 3:40, Newark (Broad and Market sts.) 4:50, Marion 5:45, Jersey City Ferry, P. R. R., 6:20 P. M. Total distance, 96 miles; total time, 14h. 20m.; riding time, 10h. 40m. Average speed, 8.8 miles per hour. Turned back after ten minutes rest and reached Marion 7 o'clock, Newark (Broad street) 7:55, and Market street depot 8:15 P. M. Entire distance, 106 miles; total time, 16¼ hours; riding time, 12¼ hours, or at a rate of 8.65 miles per hour.

The heavy rains and difficulty of making time through strange cities like Newark and Jersey City pulled down the averages.

H. S. W.

OUTING AND THE WHEELMAN.

This handsome journal is doing much in its columns to elevate the healthful condition of man by encouraging every kind of reasonable outdoor sport. This it does in such an insinuating way that, while the editor of this paper has been under the impression when reading the well-written and beautifully-illustrated articles, that he was simply getting second-hand glimpses of fascinating country roads and pretty country girls, there has been a fever slowly developing in his system, until he has been obliged to apply for price lists, and is saving his money with which to purchase a tricycle. OUTING ought to pay for it.—*Sanitary News*, Aug. 11, 1884.

October Issue Now Ready.

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THE WIND OVER THE PRAIRIE. (Poem). By SARAH D. HOBART.

CRICKET IN AMERICA. By GEORGE M. NEWHALL. Illustration drawn by C. W. REED.

RAMBLING NOTES OF A BICYCLE TOUR ON THE CONTINENT. By C. H. VINTON.

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Box 444, 21 Park Row, N. Y.,
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New York, September 19, 1884.

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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.

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In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive.

FLASH vs. REPORT.

Our worthy and esteemed contemporary, the *Spirit of the Times*, has of late been severely attacked with a fit of indigestion over the recent rules of the Racing Board, which were published a few weeks ago in the *League's Gazette*. That some of them are open to criticism we freely admit; but our erratic neighbor is not content with pointing out the existing errors in a dignified way, which would better befit a journal of such prominence as the *Spirit of the Times*, but it immediately assumes the manner of one of the gangs that we read so much about in the daily papers, and proceeds to "knock out" the poor Racing Board in a very few rounds.

We admit, for the sake of argument, that the *Spirit* is perhaps posted in the matter of dog fights, bruising matches, and the like, but in the matter of bicycle racing its knowledge is confined almost solely to the little penny races given by the athletic clubs around New York, and when it insists that all bicycle races should be timed from the flash of the pistol and not the report, and refuses to accept any records timed otherwise, it places itself in a ridiculous light as far as being an "authority" on the subject is concerned.

While we are perhaps not as familiar with general athletics as our erratic neighbor, we are quite well posted in regard to the requirements of track athletics. We know it is absolutely necessary to time from the flash in foot races, where the nimble athlete often starts before the pistol; but in bicycling things are different. The pistol firer is rarely ten yards from the timekeepers, as any race short of a half mile is a thing almost unknown. If we had 100 and 220 yard dashes on wheels where timekeepers are necessarily some distance from the pistol, we would cheerfully admit that it would be essential to correct records to start the watches from the flash and not the report, as we readily understand that light travels faster than sound, and have not the slightest doubt but that the Racing Board were fully aware of that fact, as all of them are men of good education.

Bicycle racing, however, differs from foot racing. The machine is brought to the scratch with the driving wheel touching the line and held upright by an attendant. In this position the rider carefully climbs into the saddle, the attendant's attention is immediately engaged in assisting him to keep his equilibrium, and his eyes are necessarily fixed on the rider and not on the pistol. The rider, with his back to the starter, cannot afford to risk breaking his neck in looking for the pistol's flash. He relies on the report, and never starts before he hears it. The attendant never pushes the machine off before the report, and why in the name of common sense should the watches be started then before the report? Simply because athletic rules say so? Certainly not. Bicycling is entirely independent of athletic rules or athletic associations. It is as distinct a class of athletics as boating is from sprinting, and merely because some one else has their special rules, is no indication why the League should follow them. Common sense should dictate, and any one who has seen bicycle racing knows it is impossible to start a rider before the report of the pistol. The editor of the *Spirit* has, we believe, acted as pusher off in some of our local wheel contests; but we will wager him a new hat that he never started his man before he heard the report of the pistol.

We do not know whether the *Spirit* accepts the 2.39 record made by Sellers last week at Hartford; neither do we especially care; but as the pistol was fired within ten feet of the timers, we would be glad to know what the *Spirit* figures the difference in time between the flash and the report. According to our figuring, it would amount to 1-120th part of a second. As an eighth of a second is almost the smallest amount of time that can be registered on the ordinary stop watch, the absurdity of the *Spirit's* refusing to accept a record made under the "report of the pistol" clause must be apparent to all intelligent wheelmen.

If the *Spirit* wishes to become an authority on bicycling, it should devote its columns to the news of the day, attend the great race meetings, and not publish such unmitigated trash and abuse as it grinds out to its readers each week. We dislike controversies, and having expressed our opinion on the wisdom of the starting rule, and given what we think good reason for accepting it, we propose to let the *Spirit* do pretty much as it pleases, knowing that its ravings will be little heeded by those directly interested.

THE N. Y. STATE DIVISION MEETING.

In spite of the oppressive heat a number of members of the New York State Division, L. A. W., assembled in the pleasant parlors of the Albany Bi. Club, on Wednesday evening, September 10th. The meeting was called to order by Chief Consul Beckwith at 9.15, who briefly reviewed the history of the Division from the date of its formation in New York, May 29th, 1883. In conclusion Dr. Beckwith then tendered his resignation as Chief Consul in favor of Mr. E. K. Hill, of Peekskill, which was accepted. Other nominations being called for, the name of J. R. Torrance, of Troy, N. Y., was proposed by A. H. Scattergood, and a ballot taken. Some discussion ensued as to the mode of balloting, and those who were not members of the League were requested to withdraw from the room. A lengthy discussion ensued in regard to the right of members who failed to renew before the first of September to vote, several being present whose renewals had failed to reach the Treasurer, and who had not received their tickets. It was finally decided that only those who had renewed prior to September 1st should be allowed to vote; and only those applicants whose names had been published prior to August 21st. A ballot for Chief Consul

was then taken, and resulted as follows: Total number of votes cast, 71. Torrance, 48; Hill, 21; and 2 that were irregular. Mr. Torrance acknowledged his election, and was escorted to the chair by Capt. Scattergood.

On motion, Mr. Hill presented his report on a Constitution and By-Laws for the Division which was unanimously adopted.

The report of Treas. H. S. Kidder was then read, and referred to a committee, with instructions to expunge all personal matter from his report.

A ballot for nomination of a Vice-Consul was then taken, and the two names receiving the highest number of votes were Fred A. Lyon and A. G. Coleman. The final ballot on these two names resulted in the selection of Dr. A. G. Coleman as Vice-Consul.

The report of Secretary Sanford was then read and accepted, without debate.

A ballot for the nomination of Secretary was then taken, and resulted in the nominations of H. R. Bryan and B. G. Sanford, the present incumbent. The result was as follows: B. G. Sanford, 44; H. R. Bryan, 12.

Nominations for the office of Treasurer being in order, Messrs. Wheeler and Reynolds were selected. Mr. Wheeler received a majority of 45 votes, and was elected.

A motion was made to have printed 500 copies of the Constitution and By-Laws, together with list of railroads that carry wheels free, and various other items of interest to members.

Mr. C. K. Alley made a motion that a committee be appointed to publish a handbook similar to that of the Mass. Division. Carried.

After extending a vote of thanks to outgoing officers, and to the Albany Club, the meeting then adjourned.

THE OFFICERS' MEETING, L. A. W.

After the races of the Philadelphia, Germantown, and Pennsylvania Clubs, the following officers of the League assembled in one of the parlors of the Colonnade Hotel: President N. M. Beckwith, Treasurer Stephen Terry, Corresponding Secretary C. K. Alley, Recording Secretary Eugene M. Aaron, Chief Consul G. Carleton Brown, Representatives Ewing Miller, Geo. Sanderson, A. G. Coleman, G. N. Busby, H. K. Whittier, F. MacOwen, and C. D. Williams.

The report of the Corresponding Secretary was then read, and showed that 1,301 applications had been received since the beginning of the League year. Upwards of 784 communications had been received and answered, and the comparison showed a gain over that of last year.

An analysis of this report shows that among these applications 223 came from New York, 221 from Massachusetts, Pennsylvania follows with 202, Ohio 156, and New Jersey 108.

Treasurer Terry then read an interesting report, the balance on hand being quoted at \$2,036.40. Report accepted.

Col. Sanderson spoke at length in regard to forming the League parade according to Divisions, to be commanded by their Chief Consuls, the right of line to be given to the division having the greatest number of men in line. After considerable discussion no motion was made, as it was virtually an amendment to one of the rules and could not be acted upon without first being published.

Some slight confusion having occurred in the printing of the rules, as regards numbering, the matter was satisfactorily adjusted.

The amendment of Secretary Aaron that that the offices of cor. and rec. secretary and treasurer be combined in one was recommended and will be brought up at the next annual meeting for consideration.

Some changes in the racing rules were recommended by the Board, and will doubtless receive attention.

The matter of credentials for the use of clubs at the annual meeting was then discussed, and on motion the corresponding secretary was authorized to prepare printed blanks to be distributed previous to the meeting, and to be returned to a committee of three, who would make their report the first business of the meeting.

The matter of route slips was talked of and the secretary authorized to procure a quantity similar in form to those used by the Penn. Division, which he is to supply to the other divisions at cost, and to non-division States free.

On motion the meeting then adjourned at 11.55 P. M.

ELIZABETH NOTES.

Editor of The Wheel: Beyond scattering the bicyclers and their machines among the summer resorts, the hot weather has had no effect on the boom started by the Elizabeth wheelmen in the spring. The membership of the club has increased to thirty-one from ten in April. We are confident of bringing fifteen or twenty of the unattached within the fold before the next season opens.

The E. W. is not a parade or racing organization, but aims only at being a club of roadsters. Careful records of each member's distance are kept by the Captain and published monthly in the local papers. This has stimulated rivalry, and has proved the best plan for keeping the boys out on the road. More than one half of the members get over two hundred miles in a month, and few even of the lazy ones fall under one hundred. A. S. Roorbach leads the records with over 2,000 miles since the opening of the club year in April, Chief Consul Brown coming next with over 1,500, and Secretary Wetmore, with 1,200, stands third.

The regular Wednesday afternoon runs are continued. These are participated in mainly by the older riders, as Capt. Martin, who has but one day in the week to ride, feels so full of life that he rattles the boys over the thirty to forty miles in the afternoon at a pace a little too tough for the beginners. The other night the club had a moonlight run through the Oranges, in which some eighteen bicyclers took part.

Chief Consul Brown and Bugler Roorbach have made the best club records for long runs. They made 83 miles on Aug. 26 in a ride to Mt. Holly, N. J. On Aug. 28 they started on the return trip, with the idea of rushing things a little. They left Mt. Holly at 6.20 A. M., and returning via Burlington (where they crossed the ferry), Bristol, Trenton, Bennington, Hopewell, Vanaken, Somerville, Bound Brook, New Market, and Plainfield, reaching Elizabeth at 7.20 P. M. Total distance, 86.60 miles; total time, 13h.; total rests, 4h. 10m.; running time, 8h. 50m.; actual running rate, 9 7/8 miles an hour. The Chief Consul was imprudent and drank some ice water before reaching home, which laid him up, so that he could not go on to Orange and finish his century. Roorbach would not go on without his partner, though he was perfectly fresh. Except between Mt. Holly and Burlington, there were good country roads and side paths.

Roorbach, in one day last month, made the run from the Delaware Water Gap to Elizabeth straight across the mountains, over the roughest roads between Morristown and "the Gap," a total of 67 1/2 miles. This was considered by the wheelmen of this vicinity as a far better feat than a century over good roads. He is making for himself a reputation as one of the best rough-and-tumble, cross country riders in the State.

JONAH.

ELIZABETH, N. J., Sept. 9, 1884.

WHEEL GOSSIP.

Dolph does not claim his New London record of 2.40 1/2.

His 2.41 at Hartford is a convincing argument that he is equal to it.

Burnham was sick at Hartford, according to his account, but his two-mile tricycle record was a good effort in spite of it.

The Hartford races will long be remembered by all who were present, as one of the best managed affairs of its kind ever held in this country.

The great advantage of "League rates" was noticed at Albany, where some of the wheelmen were carefully stowed away under the roof, at a saving of fifty cents a day. What wheelmen want is the best accommodation to be had, and not the slight discount usually granted.

The Albany meet was a pleasant niche in cycling history, and, with the exception of the rain that spoiled the second day's racing, passed off very pleasantly.

The business meeting was not only harmonious, but exceedingly amusing.

According to the new Division Constitution, twenty-five members constitute a quorum at a general or special meeting, and eight at an officers' meeting.

New York State has at present 800 mem-

bers, and retains its place at the head of State Divisions.

Altogether the meet has resulted most happily, and Dr. Beckwith is to be congratulated upon his wisdom in making the selection of Albany for the first official gathering of the League members of the Empire State.

The Chief Consulate is now located in Troy. Although our preference was at Peekskill, Mr. Torrance will receive hearty support in his efforts to advance the interests of the Division.

The promptness with which Treasurer Kidder's report *a la* Gilman was set down upon should be a lesson to future officers who allow personal opinion to blind their official course.

The fact that the Constitution and By-Laws presented by Mr. E. K. Hill was adopted without debate must not only be satisfactory to that gentleman, but reflects highly upon his ability to draft a document that usually occasions almost perpetual debate.

Representative Egan was of course on hand with a fresh supply of bangs and a young beard.

Every one seemed glad when Pitman captured the first prize in the two-mile tricycle race. The three wheeler seems to offer a better field for the aged racer.

Mr. Sellers won the half mile race with ridiculous ease, and another meeting, with Dolph, Hendee, and Burnham in the field, will be looked forward to with interest.

Mr. F. M. S. Jenkins, Captain of the Ottawa Bicycle Club, Canada, in sending in some subscriptions to Karl Kron, says: "I have ridden to Montreal to Sorel, and from Quebec to Matam, along the south shore of the St. Lawrence. The latter road deserves especial notice. From Bic to Matam (seventy miles) is certainly the finest stretch in Canada; and thirty miles of very fair road, from Four Pistols to Bic, can be combined with it by those who wish to make a straight-away century."

Karl Kron writes: "Thursday morning, Sept. 11, I hope to start from Newark on the wheel which I left there June 5, and haven't

since had leisure to take a single ride upon. I intend to go through Sufferns, cross the river at Newburg, go up the east bank to Poughkeepsie, and thence strike across the Berkshire hills to Springfield. I may be addressed at the post office in West Springfield, Mass., until Sept. 22, by any who may wish to make appointments with me at the time of the tournament. I understand that my old original 'No. 234,' which I pushed for 10,082 miles is to be put on exhibition there."

Dolph writes to say that his mount will always be a Rudge racer, and that he considers it the fastest racing machine in the market.

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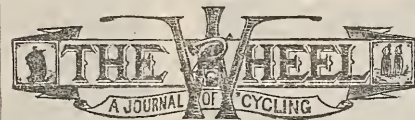
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FIRST DAY, SEPTEMBER 25, 1884.

| No. | EVENT. | CLASS. | CONDITIONS. | 1ST PRIZE. | 2D PRIZE. | 3D PRIZE. |
|-----|-----------|-----------------------|------------------|------------|-----------|-----------|
| 1.— | 1/2 mile, | Amateur Bicycle, | Open, | \$50 | \$25 | \$15 |
| 2.— | 3 " | " | " | 75 | 40 | 25 |
| 3.— | 3 " | " | Boston Men Only. | 75 | 40 | 25 |
| 4.— | 2 " | " | Open, | 60 | 30 | 16 |
| 5.— | 1 " | Tricycle, | " | 50 | 25 | 15 |
| 6.— | 5 " | Bicycle, | " | 150 | 75 | 30 |
| 7.— | 1 " | " | 3.25 Class. | 50 | 25 | 15 |
| 8.— | 1 " | " | Record. | 60 | 30 | 15 |
| 9.— | 1 " | Professional Bicycle, | Open. | 50 | 25 | 15 |

SECOND DAY, SEPTEMBER 26, 1884.

| No. | EVENT. | CLASS. | CONDITIONS. | 1ST PRIZE. | 2D PRIZE. | 3D PRIZE. |
|-----|---------|------------------|-------------|------------|-----------|-----------|
| 1.— | 2 mile, | Amateur Bicycle, | Open, | \$60 | \$30 | \$13 |
| 2.— | 2 " | " | 6.50 Class, | 60 | 30 | 15 |

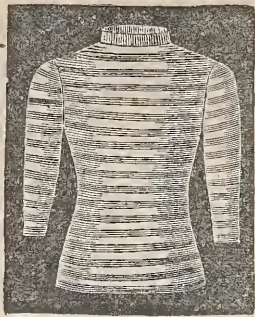
| No. | EVENT. | CLASS. | CONDITIONS. | 1ST PRIZE. | 2D PRIZE. | 3D PRIZE. |
|-----|---------|-----------------------|------------------------------------|------------|-----------|-----------|
| 3.— | 1 mile, | Amateur Bicycle, | Open, | 50 | 25 | 15 |
| 4.— | 3 " | Professional Bicycle, | Record, | 75 | 35 | 20 |
| 5.— | 20 " | Amateur | Columbia-Prize Cup, value \$1,500. | | | |

THIRD DAY, SEPTEMBER 27, 1884.

| No. | EVENT. | CLASS. | CONDITIONS. | 1ST PRIZE. | 2D PRIZE. | 3D PRIZE. |
|-----|---------|-----------------------|------------------|------------|-----------|-----------|
| 1.— | 1 mile, | Professional Bicycle, | Boston Men Only. | \$30 | \$15 | \$10 |
| 2.— | 3 " | Amateur Bicycle, | Record, | 100 | 65 | 30 |
| 3.— | 1 " | " | Tandem, | 50 | 25 | 15 |
| 4.— | 2 " | " | Tricycle, | 65 | 30 | 20 |
| 5.— | 1/2 " | " | Bicycle, | 50 | 25 | 15 |
| 6.— | 1 " | " | Hands off, | 40 | 20 | 10 |
| 7.— | 5 " | " | Record | 300 | 150 | 50 |
| 8.— | 1 " | " | Consolation, | 40 | 15 | 5 |
| 9.— | 5 " | Professional Bicycle, | Open, | 500 | 100 | 50 |

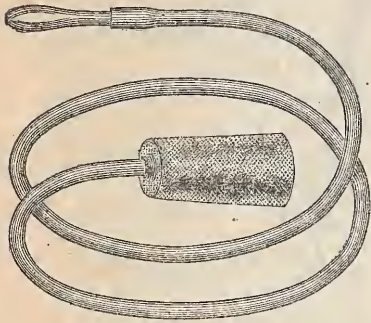
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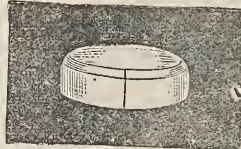
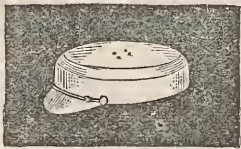
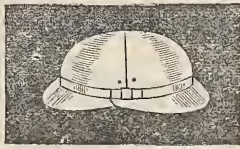
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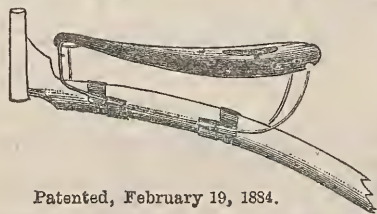
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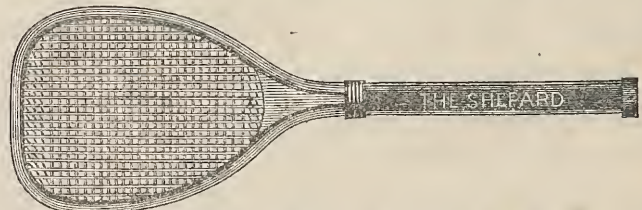
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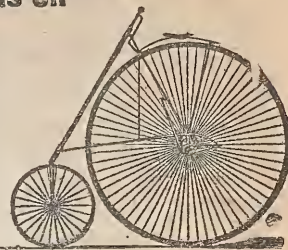
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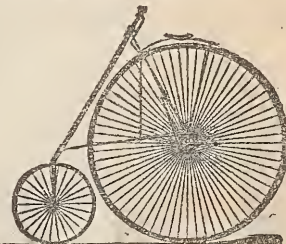
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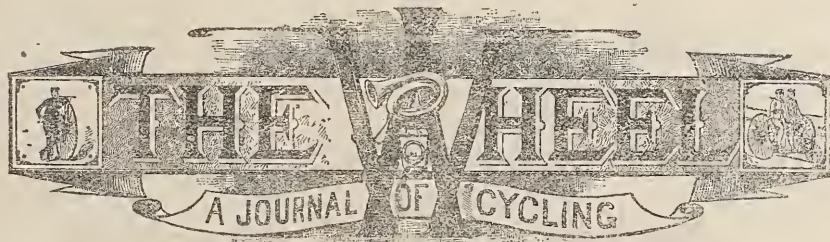
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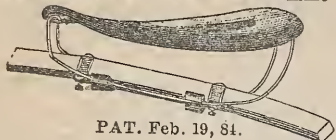
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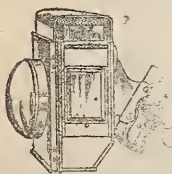
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