

THE WHEEL.

A Journal of Bicycling.

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PICKINGS AND STEALINGS

This is the first number of Volume II.

A good time to renew your subscriptions.

Also to get some of your friends to subscribe.

In this country where the manufacturers are limited we are obliged to depend largely on our subscription list for support. Those who wish to see the Wheel perpetuated, should not hesitate to give us their substantial aid.

We think the League championship races will be a series of surprises. Lately several men have been doing good work, and it is a difficult undertaking to place the winner.

The manager of the fair at Waverly wishes us to thank the gentlemen who officiated at the races in the capacity of field officers, and also the committee of arrangements, for their kindness and efficient services.

A while ago we promised a supplement containing a list of consuls, etc. On application to the secretary we found that the L. A. W. Handbook would be issued shortly and our publishing the list in advance would destroy the value in a measure of the handbook, so we abandoned the idea.

Members of the Bicycle Touring Club will be pleased to hear that about twelve badges are on the way, through the kindness of Messrs. M. C. Smith and W. Cunningham, who sailed September 15th. The secretary of the B. T. C. writes that he has had some difficulty with the postal authorities in regard to the matter.

The American Institute Fair was duly opened on September 15th. In addition to the usual attractive display of machinery, we noted a fine collection of "Columbia Bicycles" and sundries. This is the first exhibit of the kind at the American Institute, and is well worth seeing.

AN ESSEX JINGLE.

Commemorating a certain Club Run incident.

There were a lot of Essex men went riding off one day,

And all who saw their martial air, admiringly did say:

"These Essex men are brave and bold, they ride where'er they please;

The L. A. W. they have upon their side, none quite so great as these."

Emboldened by this awful chaff, along the side-path wheeling, Unconscious of the dreadful cop, upon them silent stealing:

There came a sudden breathless halt, they faced their grim accoster,

And left the sidewalk meekly then because they all were Foster.

Accommodation for 150 machines will be furnished free to League members visiting the October race meeting, by Mr. W. M. Wright, 791 Fifth avenue.—*Courier*.

So far, so good. Now let us see the New York men get together and organize a committee to arrange accommodations for the visitors themselves. Mr. Wright has kindly offered stable room, and it is time the wheelmen acted together and not show the "every man for himself," etc., feeling which has usually characterized any inter-club movement. October 6th will soon be here, bringing a goodly number from the East, and a fair rep-

resentation, we hope, from the South. Let the New York men show that they can do something in the way of entertainment, and begin work early.

The overwhelming defeat sustained at Hingham, Mass., by Wilson and Rollinson at the hands of Prince, the lately arrived English professional rider, who although deprived of nearly a whole lap by a header, mounted again, overtook both his men, and came in a winner by nearly twenty feet, seems to mark the commencement of an era wherein second rate riders, styling themselves professional "champions," will find that the easy walk-overs hitherto called races, will yield to them shekels no more. Professional bicycle riding is surely, to say the least, as respectable a pursuit as any other form of professional athletics, and the sooner the so-called professionals can be weeded out and the real professionals like Prince multiplied, the sooner we may hope to equal the English record, and to develop in this country, the popular interest which in England to-day will bring an attendance of from five thousand to fifty thousand persons to any bicycle race of real importance.

WHEEL RACES

MOTT HAVEN.—At the joint meeting of the New York and Manhattan Athletic Clubs, Sept. 17th, there were ten entries for the three-mile scratch race.

FIRST HEAT.

In the first trial heat, first and second to ride in the final, Jos. Lafon, Manhattan A. C., Chas. A. Reed, N. Y. A. C., and Wm. Smith, Bristol B. C., of England, started. Reed set out at a fine pace closely followed by Smith, with Lafon about ten yards behind. On the sixth lap Smith spurred and passed Reed, making the mile in 3.34 1-2; Reed, 3.35; Lafon, 3.39. In the next mile some good racing was done by Smith and Reed, the latter making the two miles in 7.45. Lafon having dropped out there was little need of racing, and the two men jogged to the finish in 12m. 8 3-4s.

SECOND HEAT.

Five men competed in this heat, which was closely contested throughout. The following are the contestants and their position: W. H. Perry, M. A. C.; Geo. H. Taylor, N. Y. A. C.; A. J. Eddy, L. A. W., Flint, Mich., and Edward E. Fisk, Williamsburgh A. C. Eddy took the lead at the start and finished the first mile in 3.25, with Perry close behind, Taylor who was out of sorts dropped out and was shortly followed by Fisk. The race between the leaders was interesting, both men riding in good form. Eddy finished the second mile in 7.23. On the last lap Perry gained the lead, and crossed the line in 11, 13 7-8.

FINAL HEAT.

This was the most interesting feature of the day. Reed took the lead at the start, followed by Eddy, Perry and Smith, in the order named. The first mile was run in 3.28. On the second mile, Smith, who had been riding a very plucky race, was obliged to stop on account of a bound pedal. The second mile, the pace was quickened and the leading man crossed the line in 6.58. In the last mile, Reed who had been riding well within himself, spurred and gradually drew away from the others, and won by about 10 yards, in 10.32. Perry and Eddy had a close fight for second place, which resulted in the Englishman getting the best of the man from Michigan, and finishing in 10.35 1-2. The five lap cinder track was in good condition and the weather fine. Another pleasant feature of the meeting was the 300 yard run of Mr. L. E. Myers, in which he lowered the best amateur record of 32 5-8 to 31 1-2, and thus won the \$500 gold and diamond medal presented by Mr. G. M. L. Sachs, of the Manhattan Athletic Club.

HOHOKUS.—Only two riders out of an entry of four put in an appearance at Hohokus, N. J., on Tuesday. The track was in very fair condition, and the following was the result: Half mile, best two in three heats. First heat: C. E. Chapman, Ridgewood, N. J., 1st.; F. W. Fullerton, Manhattan B. C. Club, 2d.; won by about 20 yards. Time—1m. 42s. Second heat: Fullerton got off with the lead, which he held throughout, Chapman taking a severe header at the quarter pole. Third heat: Same result, varied only by Chapman taking his header earlier in the race, his machine having been damaged by the first fall. No time taken.—*Courier*.

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WAVERLY.—A fine day, large attendance, fair track and good management contributed to make the bicycle races at the Fair of the New Jersey State Agricultural Society a complete success. A number of wheelmen from Philadelphia, Brooklyn, Orange, Newark, New Brunswick and New York, were present. The following is a list of the field officers: Referee and starter, Wm. B. Curtis, *Spirit of the Times*. Judges, Walter J. Knight, Essex Bi. Club; W. F. Gullen, Brooklyn Bi. Club; Geo. F. C. Smillie, Plainfield Bi. Club; Wm. M. Wright, Mercury Bi. Club; James Revell, Editor *Sunday Courier*. Clerk of the course, Jos. Lafon, Essex Bi. Club. Time keepers, Chas. W. Minor, Manhattan Bi. Club; Fred. Jenkins, Editor THE WHEEL; G. R. Bidwell, Manhattan Bi. Club. Commander of the Parade, L. H. Johnson, Essex Bi. Club. Marshal, F. G. Bourne, Manhattan Bi. C. Assistant Marshals, C. J. Howard, Manhattan Bi. Club; R. R. Haydock, New York Bi. Club.

Great credit is due to the manager of the games, Mr. Benj. Haines, for the interest he has taken in bicycle races, even taking the trouble to build a special track, which, with another season's use, will be fast. The times, however, are creditable.

HALF-MILE RACE. *First Heat.*

Wm. M. Woodside, Manhattan Bi. C.; Frank Fullerton, Manhattan Bi. C.; Geo. D. Gideon, Germantown Bi. C.; A. G. Powell, Germantown Bi. C.; Peter Du Mont, New Brunswick Bi. C.; started in the order named. Woodside took the lead at the start and held it to the finish. Gideon passed Fullerton on the third lap and secured second place. Du Mont was distanced. Time, 1, 37 1-2.

ONE MILE RACE. *Championship of New Jersey.*

Mr. L. H. Johnson and E. R. Bellman, of the Essex Club, were the starters. Bellman took the lead at the start and held it for half a mile, when Johnson passed him and won in 3, 31 1-8; Bellman's time was 3, 37.

TWO-MILE RACE. *Scratch.*

Out of the five entries, only Gideon, Woodside and Johnson started. Woodside took the lead and held it through the mile, Time, 3, 39 1-2. On the next lap Gideon rushed ahead and won in 7m. 2s.; Woodside second. Johnson did not finish the race. The second mile was run in 3, 20 1-2.

HALF-MILE RACE. *Second Heat.*

This was one of the prettiest races of the day between Woodside, Fullerton and Powell. Fullerton caught the pole at the start, and held it throughout, winning the heat in 1m. 42s. The three men were so closely bunched together at the finish that a blanket would have covered them.

HALF-MILE RACE. *Third Heat.*

The same men ran in this as before, only the positions were reversed. Woodside winning in 1, 43, with Powell second.

ONE-MILE RACE. *Handicap, 100 yards limit.*

Woodside, scratch, Powell 5 yards; Gideon, 15, yards, and Du Mont 80 yards, were the contestants. Gideon in passing Du Mont in the third lap crossed in front of him too quickly and the latter struck his hind wheel and commenced to wobble in front of Woodside, who was delayed a few seconds. This was the only foul of the day, but Woodside lost so much ground afterwards that the referee decided that the men should be placed in the order in which they crossed the line. Gideon, first; time, 3, 26 1-4; Woodside, second; Powell, third.

A pleasant feature of the entertainment was an exhibition of the "American Star," by Mr. E. Burns, of Smithville, N. J. Mr. Burns rode around the track three or four times, ran over a log and performed other tricks peculiar to the machine.

In the parade that followed, over forty wheelmen were in line. The club drill for teams of nine men was abandoned on account of not any one club having the complement of men.

BUFFALO, N. Y.—Sept. 14, at the Driving Park. Track heavy and slow; half-mile, best 2 in 3 heats; members of Buffalo Bi. C. First heat, C. K. Alley, 1m. 40 3-4s.; J. B. Newman, 2; J. R. Williams, 3; W. F. Sherman, 4; W. H. Thornton, 5; E. H. Greiner, 6; F. W. Calkins, 7; G. B. Dakin, 8; W. C. Otis, 9; A. R. Georger, 10. Second heat, Alley, 1m. 41 1-4s.; Newman, 2; Thornton, 3; Sherman, 4; Greiner, 5; Williams,

6; Dakin, Caulkins, Otis and Georger did not start. 1 mile, best two in three heats, members only. First heat, A. W. Smith, 3m. 52s.; G. Dakin, Jr., 2; W. C. Otis, 3; C. B. Woodruff, 4; L. Hohl, 5. Second heat, Otis, 3m. 50 3-4s.; Woodruff, 2; Dakin, 3; Smith quit at half distance; Hohl did not start. Third heat, Otis, 3m. 54 3-4s.; Dakin, 2; Woodruff, 3; Smith did not start. 3 miles, Milley, 11m.; Gard, 2; Walker, 3; Forbush stopped at two miles. Slow race, 220 yards, J. B. Newman, 1; R. H. Smith, 2. 1 mile, best 2 in 3 heats, open to all amateurs. First heat, Baross, 3m. 22 3-4s.; Gard, 2; Smith, 3; Forbush, 4. Second heat, Baross, 3m. 40 1/2s.; Gard, 2; Smith did not start.

CARTHAGE, O.—Sept. 9, half-mile, best 3 in 5 heats, members of Cincinnati Bicycle Club—First heat, W. H. Reed, 1m. 45 3-4s.; J. G. Kitchell, 2; H. N. Kitchell, 3; M. J. Norton, 4; J. F. Maeder, Jr., 5; S. M. Livingstone, 6; C. F. Allen, 7. Second heat, Reed, 1m. 46 1/2s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton, 4; Maeder, 5; Livingstone, 6; Allen did not start. Third heat, Reed, 1m. 50s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton, 4; Maeder, 5; Livingston did not start.

FORT EDWARD, N. Y.—Sept. 6, at the County Fair Grounds, half-mile, best two in three heats—First heat, A. R. Wing and W. B. Millman, dead heat, in 2m.; J. Barber, 3. Millman claimed to have won, and refused to ride in subsequent heats. Second heat—Barber, 1m. 47s.; Wing, 2. Third heat, Barber, 1; Wing stopped at half distance.

GOVERNEUR, N. Y.—Sept. 1, One mile—C. H. Olmstead, 4 m., 16s.; S. K. Smith, 2. Sept. 2, one mile—G. H. Simons, 4m. 6s.; C. Porter, 2.

NANTUCKET, Mass.—Sept. 7, one mile, best 2 in 3 heats—First heat, F. H. Johnson, 3m. 54s.; M. Holmes, 4m. 10s.; C. Marshall, 3. Second heat, 3m. 54s.; Holmes, 4m. 3s.; Johnson broke down. Third heat, Johnson, 3m. 12 4-5s.; Holmes, 3m. 18s.; Marshall, 3m. 21s.

TORONTO, ONT.—Sept. 10, in the home ring at the Exhibition Grounds, 3 miles, P. Doolittle, 13m. 13s.; J. Moodie, 2; B. Hoch, 3 by one foot; W. J. Morgan, 4; J. W. Jopling, 5; F. Hardman, 6; F. W. Carter, 7; F. Robertson, 8; W. E. Carswell, 9. Slow race, quarter-mile—Moodie, 10m. 9s.; Doolittle, 2, by twenty yards; Payne, McMillan, Hoch, Carswell and Carter fell off. 1 mile—Morgan, 3m. 35s.; Carswell, 2; Moodie, 3; Jopling, 4; Hoch, 5; Carter, 6. 2 miles—Doolittle, 9m. 5s.; Morgan, 2; Hoch, 3; Carter, 4; Moodie, 5; McMillan, 6.

TERREBONNE, P. Q.—Sept. 7, 1 mile, members of Montreal B. C.—A. T. Lane, 3m. 28s.; G. M. Smith, 2; T. C. Holden, 3.

MOTT HAVEN, Sept. 24th.—At the sixth annual meeting of the National Association of Amateur Athletes of America, there were seven entries for a two mile bicycle race. W. H. Austin, Williamsburgh Athletic Club, Chas. A. Reed, New York Athletic Club, Jos. Lafon, Essex Bi. Club, Geo. H. Taylor, New York Athletic Club, C. Perry, Manhattan Athletic Club, A. J. Eddy, Flint, Mich., and Will. R. Pitman, New York. The last three did not start for various reasons. Eddy arrived at the grounds five minutes after the race was over, and Pitman was detained by business. Perry probably knew that Reed could beat him and wisely stayed away. Austin had no business in the race and was beaten one-fifth of a mile. Reed secured the lead at the start and was pressed closely by Lafon, who passed him on the seventh lap, but could not hold the pace for the last half mile, and was beaten on the post. Reed's time was 7m. 6s., some ten seconds slower than Johnson's time last year. Quite a number of wheelmen were on hand including Messrs. L. H. Johnson, C. J. Howard, Wm. Woodside and Mr. A. H. Llewellyn Winter, who is here from England on a short trip. We should like to see Mr. Reed enter the League races, and try to win the championship of America.

Mr. William M. Wright, who is shortly to be married to Miss Edith May, has taken a house at Pelham Bridge, which is now being furnished in anticipation of the happy event.—*Courier*.

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USE AND CONSTRUCTION OF BRAKES.

None too soon, the *'Cyclist* has taken up this subject, the special occasion being the melancholy death of a young rider of eighteen, by the snapping of his brake while going down a bad hill in Ireland. Thrown violently against a granite wall at the roadside, his almost instantaneous death from a blow on the head, which cut an ugly gash across his face and probably fractured the skull, was nothing strange. Why did his brake give way just when needed? Further inquiry proved the *'Cyclist* correct in surmising that it was a back-wheel brake, the cord of which snapped; as such, it was an antiquated device, utterly worthless on either bicycle or tricycle, and now entirely abandoned. Owners of the very few machines which have it should substitute a good front-wheel brake without delay.

We shall not discuss here the common practice of coasting; no doubt it is better to have legs over than under the handles, if you fall; but whether the risks of falling, inseparable from going down at speed, are worth taking for the sake of the fun of sliding, every rider must decide for himself. But caution is always timely. He rides best and longest who rides most carefully. It is not at all necessary to fall *far* in order to sustain severe injury, for just as a bicycle will sometimes come off unscathed from a savage tumble and sometimes will be broken or bent seriously by what seems a very ordinary one, the human body may be damaged irreparably by little knocks, and come off almost free from heavy ones. A blow, delivered exactly right for the purpose and on just the right obstacle, may ruin a knee, ankle, elbow or wrist; the cushioned roads we avoid, and the ones we like best to ride on are the most cruel to fall on. He jests at hurts who never felt a fall. This one paragraph would earnestly enforce the lesson that it is perfectly easy to get serious or fatal injury from the wheel; that, up to ninety chances in the hundred, that is a matter of care or the contrary; and that *falls are most earnestly to be avoided.*

Very few machines used in this country come to their riders without brakes. Yet the writer has not infrequently found the brake taken off, because the owner thought it in the way, or else obviously out of order. In all such cases—particularly the former—he has never failed, when courtesy would allow, to interpose a kindly remonstrance. A bicycle without a brake is *not* safe; the larger the wheel, and the shorter the crank throw—and it is well to note that the larger sizes seldom have any

more crank throw than the smaller—the greater the risk. Back pedaling is all very well, but there is a club song with a most sensible chorus which tells us that

Back pedaling's *not* reliable,
Let men say what they will;
So mind you put the brake on
When going down a hill.

Right here let us touch what may be one bit of the marrow of the subject by saying that there may be a feeling that pluck and manhood require "letting her slide" down every hill; that the brake is for the aged and timid, and that if a rider uses it much he is "afraid." The force and conclusiveness of this are of course obvious. All the same, a brake is the best insurance against a break. As for back pedaling, which is of undoubted service, it is very laborious on some hills, and if one pedal "gets away" the other is apt to do the same, and to catch them at sharp speed is risky.

But a bad brake is worse than none, for the sudden spurt which follows the sudden release of the wheel is the most dangerous, and if the rider has no brake he will depend on his feet from the top of the descent. The brake receives much strain, and of course may give away; but it should be well constructed and should be looked at occasionally. The *'Cyclist* mentions some machines with malleable cast brakes. Obviously wrong—steel of a tough fibre, and not too hard, should be used; the fulcrum of the levers—although the *'Cyclist* makes a concession as to those—should be equally strong, because, as respects those parts, the spoon of the brake and the end of the brake lever are fulcrum, and *pull* directly upon them.

As to construction, the *'Cyclist* urges (1) longer brake lever, running very near to the end of the handle; (2) to move the fulcrum on which this works nearer the head, say 2 1-2 inches from its centre; (3) to carry the handle end of the lever outward so as to bring it fully four inches forward of the steering handle; (4) to shorten the distance of the spoon from the head; (5) to lengthen the spoon itself. Generally we agree to these, but as to No. 3, venture to dissent from even so acknowledged an authority. To have the lever stand so far forward would make it interfere more with coasting and more susceptible of injury from falls; this may not be of much account, but the handle would be carried beyond easy reach from the fingers, the thumb remaining on the steering handle, would also pull on the wheel and would not properly work the lever, which is to be *gripped* in the hand. Still, if the shorter arm of the brake and lever are shortened enough, relatively speaking, the end gripped must have a long stroke and so must stand well forward if only to give it room. As at present made, however, there is not enough difference between the two halves of the brake and brake lever, the fulcrum being so placed as to make the distance on the two sides as about 6 to 5. But we incline to locate the trouble in good part in the brake itself, which touches the tire too far from its fulcrum and moves down to its work too slowly. Suppose the spoon were brought down by a cam motion instead of a plain lever, the leverage on the brake-lever being also increased for the hand; would not that meet the case? Some device which should move the spoon with a short and quick stroke, the handle lever at the same time having about the same stroke as now, ought to be feasible. The increased length of spoon is a good feature, and one which tricycle makers who use back-wheel brakes quickly adopted, in hope of remedying their inefficiency.

J. W.

SOME BOSTON BEANS.

The races lately held in this vicinity have pretty positively established the status of the prominent amateurs who will participate in the forthcoming League events. There is some fear expressed among the knowing ones, that the great personal friendship which has lately sprung up between two of our most noted racing men, will prevent their coming together; I must say I don't believe it, though at Worcester, Attleboro, and Hingham, both men were entered for nearly every event on the programmes, yet, by some strange (?) fatality the "two of 'em" never started in the same race. Your man Woodside does not fulfill the early spring expectations of his many friends and admirers in this section. From what I saw of his late performances, I am led to think he has deteriorated rather than improved, and will not add to his honors on the 6th prox., unless he picks up wonderfully.

Those who attended the Hingham races some ten days since, were repaid by witnessing one of the pluckiest races ever ridden. J. Prince, an Englishman, was among the entries for the 2 mile professional race: it was not generally known that this man had an excellent record in the old country, hence the great surprise at the way in which he won. Wilson, Prince and Rollinson were the entries that started, and in this order most of the two miles was ridden. The track was one-third of a mile, and very rough. Just before passing the judges stand on the fourth lap, Prince, who was closely trailing Wilson, slipped his pedal, and took a nasty cropper, before he could mount and get under way, Wilson had a lead of at least a quarter of a lap, and Rollinson, who was a bad third, had passed Prince about fifty yards. This was discouraging to the backers of Prince, but nothing daunted, the plucky chap overhauled both men and showed a length in front at the finish. The friends of Wilson and Rollinson at first insisted that this man must be Howell, under the alias of Prince, but I believe that they have abandoned that idea.

Those of the "Boston" men who intend to participate in the 20 mile race for the championship of the club, have been in active training for some time past, and from indications Mr. Deane does not intend to relinquish possession of that medal without some sharp racing. The general impression seems to be that Stall will finish first this year; Clark has shown some very good speed and staying qualities lately and will make no despicable record next Saturday; the other entries, if they start, are not looked upon as probable winners. Barring accidents, I place the men at the finish, as follows; Stall, Deane, Clark. Stall has announced that he is "going for" the special medal offered for anyone who makes the distance in 1:30, and I hear that he claims he will cut that down ten minutes. The era of fast time has not yet arrived in this country, for the very good reason that we have no fast paths, certainly the Beacon Park track is decidedly slow, and 1:20 over it is no mean performance.

By the way, I suppose you know that Mr. Stall is now a full fledged "Boston" man, and will ride hereafter in the colors of that club. The "Boston's" are very "cockey" over this valuable acquisition to their racing ranks; they also threaten to scoop in Frye, which, the same, if they do, may entitle them to the honor of having the fastest racing men (as well as being the oldest, largest, etc.) of any club in the country.

The eclat of the "send off" for Baltimore, accorded to Mr. H. H. Duker, of the "Crescents," last Monday, was somewhat marred by the shower which came up in such an untimely manner; all those who failed to witness his start, none the less wished him *bon voyage*.

Hodges and Farrington (familiarily known as the "Granger") are hunting and fishing for things in Maine. I am somewhat disappointed in not having yet received the hamper of promised game.

Quite a number of visiting wheelmen have been in and around Boston for the past two weeks, prominently among whom may be mentioned Secy. Clark, Director Hazlett and Mr. Lawrence, of Portland. The latter, who by the way is quite a mechanical genius, showed me the best and neatest bundle carrier, for attachment to handle bar and fork, that I have ever seen; its beauty lies in its simplicity and compact shape when not in use, being easily carried in the pocket.

The "Massachusetts" men are wondering what they will do

for club rooms this winter, as the intention of the "Bostons" to cut loose, indicated in one of my former letters has taken practical shape, and the members are actively canvassing for "associates." For my part I cannot see why the two clubs should separate, the experience of the past year has demonstrated that the co-occupancy of headquarters has been one of mutual advantage in every way. Having the welfare of both clubs so much at heart, I for one shall be sorry to see the dissolution of the pleasant partnership an accomplished fact.

The return of the voluminous colonel, just "chock full of ideas," is hailed with delight by his many friends and fellow citizens. We shall all look for the "Columbia" of 1882, as embodying the best and newest of these ideas.

I am sorry "Juvenis" takes offense at the innocent abbreviations I used for the words bicycle and tricycle; he must bear with me in these vulgar violations, once in a while. Heavens! if he views little harmless liberties with a few words with such disfavor what would he do if he got down to solid work on my syntax? No, let there be peace between us brother J., cause if we "two 'uns" got a 'going, we should have no winter this year, as we would make things so "dod-gasted" hot.

HANDY ANDY.

WHEEL RACES.—[Continued.]

MONTREAL, Sept. 21st.—The annual race meeting of the Montreal Bicycle Club was held on the Montreal Lacross grounds. A large number of people were in attendance. The first race was the ten mile handicap open to club members only, conditional that eight competitors complete at least half the distance, and that the winner's time (less handicap, if any) be under 45 minutes. It was won by Chas. J. Sidey, scratch, in 45m. 40s. P. Barclay, second, 2 1-2 minutes, time 50m. 30s. G. De Sola, 2m., time 54m. 30s. The winners time exceeded the limit, but was so close that the cup was awarded.

The first heat of the mile championship of Canada was won by J. G. Hay, Woodstock, Ont., in 3m. 49s., J. Moodie, Jr., of Hamilton, Ont., second. Second heat was captured by G. M. Smith, Montreal Bi. Club in 3m. 53s., J. Moodie, Jr., second. The third and final heat was won by J. G. Hay, in 3m. 48s., G. M. Smith finishing second. First prize, set of diamond studs; second prize, set of gold studs.

The boys race of 704 yards, limited to wooden wheels, was won by E. Hannaford, in 2m. 10s.; D. Holden second and Chas. Archibald third.

The slow race of 200 yards, open to club members, was captured by John Trotter, with C. J. Sidey, second.

In the two mile championship of Canada, there were four contestants. F. C. Holden, Montreal Bi. Club, crossed the line first in 7m. 52s. He was closely followed by J. G. Hay, Woodstock, Ont., in 7m. 52 1-2s. The prizes were a diamond scarf pin and a gold locket.

Mr. John Trotter, of the Montreal Club, was the only contestant in the fancy riding, and secured the prize, a gold chain engraved with club badge.

The one mile race open to those members who had never ridden in a bicycle race previous to September 21st, was secured by H. Macculloch in 4m. 32s., M. B. Davis, second, in 4m. 35s.; Sam. M. Baylis, third, in 4m. 50s.

Messrs. Dean and Frye were entered for two of the events, but did not start. Unfortunately the date selected was the same as the Waverly and other events. The races were satisfactory in every respect, and were appreciated thoroughly.

Answers to Correspondents

F. W. W.—We fully agree with you.

C. W. F., Boston.—Thanks.

C. E. P.—We are patiently waiting.

X. V. Z.—Your trip is too long for us to use.

H. F. H.—Only write on one side of the paper.

H. S. T.—Thanks for report.

THE BICYCLIST.

The question whether bicyclists shall be admitted to Central Park is still under discussion, and in all probability will continue to be discussed for years to come. No matter how many witnesses may depose that they have known horses to take fright at the sight of bicyclists, the number of witnesses who have never seen a bicyclist, and can, hence, swear that they never knew one to frighten a horse, is practicably inexhaustible. By the time all these witnesses have been examined, Central Park may be a dreary desert, and the manufacture of bicycles will doubtless become a lost art.

Of the fact that the horse has a peculiar dread of the bicyclist, there can be no possible doubt. It is because this fact is so perfectly well known that it is difficult to prove it by legal evidence. Why a bicyclist should inspire horses with such uncontrollable terror that they instantly run away at sight of him is not so easily apparent, and deserves to be the subject of a special scientific investigation.

Horses are timid, but their timidity is shown in peculiar, and what to us seem irrational, ways. They never think of being afraid of a man with a gun, although the crow, whose whole body is smaller than a horse's brain, is perfectly familiar with the dangerous properties of a gun, and will even distinguish between an old smooth-bore musket and a breech-loading rifle, and accurately gauge his flight according to the respective range of those weapons. On the other hand, a horse regards a sheet of paper with intense horror, and firmly believes that a copy of the *Missionary Herald* which may happen to lie in the middle of the road is capable of tearing him all to pieces; whereas all other animal know that a sheet of paper, even if it is a "campaign extra" of the most ferocious type, is entirely harmless. Dogs, cats, and even timorous birds look on the bicyclist with wonder and with obvious signs of pity, but they never dream of being afraid of him; whereas the horse regards him as only less deadly than an old copy of the *Tribune*. We may, therefore, assume that the terror which the horse experiences at the sight of the bicyclist is due not so much to the terrific nature of the bicyclist, but to a mental idiosyncrasy of the horse.

There is really nothing about the bicyclist which seems adapted to inspire terror in any intelligent animal. Undoubtedly the bicyclist is a curious object. His calves are elaborately displayed, and are, in most cases, as grossly improbable as those of the ballet. His flannel clothes, which sometimes emulate the zebraic beauty of the uniform of the Sing Sing convicts, and at others approach the simplicity of the most delicate undergarments, may perhaps bring a blush to the cheek of a young person, but could hardly frighten a reasonable beast. As for his cap, it is usually no more than the cap worn by horse jockeys and there is no case on record in which a horse has been frightened by the cap of his jockey. The bicyclist, so far from wearing a truculent and dangerous expression, is nearly always a mild man in appearance, and seems humbled and oppressed by a sense of the true nature of his conduct. There is absolutely nothing in the conduct or costume of the bicyclist which need inspire fear in anybody or any beast.

A clue to the horror with which a horse looks upon a bicyclist may be gained by noting the conduct of horses at our sea-side watering-places. The moment a horse sees a lady in a bathing dress he either tries to get into the wagon to which he is attached, with a view of hiding his face in the cushions, or he runs away with all the energy of outraged delicacy. This is unquestionably due to the fact that horses have an intense love of the properties of life. The more elegantly the occupants of a carriage may be dressed, the more docile and respectful are the horses. When a horse sees a lady whom he has previously learned to look upon with admiration arrayed in a blue flannel gown and wearing an unspeakable straw hat tied down about her ears, he cannot bear to look upon so terrible a sight, and when he sees an estimable young lady wearing a new-fashioned-bathing dress with short sleeves and short—that is to say, with bare—or, at all events, with obvious—shall we say stockings?—he wants to withdraw to a remote and secluded place where he can blush unseen. Of the two, the modern style of bathing dress fills him with more horror than does the old-fashioned flannel gown, and perhaps the fact should be set down to the credit of the modest and timid animal.

Now, if we assume that the horse mistakes the bicyclist for a lady arrayed in a bathing dress, we can understand why he flies from him with every manifestation of horror. The bicyclist so little resembles in outward appearance a man of ordinary type and usual clothing that the horse may be excused for not instantly recognizing his sex. Moreover, between the Long Branch belle arrayed for bathing and the bicyclist with his long stockings and improbable calves the resemblance is undeniably close. Let us suppose that when the horse sees a bicyclist he imagines that a lady prepared for surf-bathing is before him, and the reason why he manifests such uncontrollable horror need no longer be sought.

It has been alleged that the bicycle itself frightens horses. This hardly needs to be refuted. No man ever knew a horse to be frightened by a bicycle, when no bicyclist was visible. Besides, the bicycle cannot be distinguished by any ordinary horse from a cart-wheel, and it is preposterous to suppose that an object so familiar as a cart-wheel could frighten a horse. It is the bicyclist who inspires the horse with terror, and if the theory above set forth fully explains the nature of this terror, the horse need no longer be scoffed at as an animal who imagines a bicyclist to be a dangerous and ferocious enemy.—*N. Y. Times*.

COMING EVENTS

SEPTEMBER 30.—Entries close for first Annual Race Meeting of the League of American Wheelmen on Thursday, October 6th, at 3.30, P.M. on the Polo Grounds, 110th Street and 6th Avenue. The following are the events, open to League members only: 5 mile race, three prizes valued at \$30, 20, 10, one mile, championship of America, diamond medal, value, \$100, to be won three times before becoming the final property of the winner; one mile handicap, three prizes, value \$25, 15, 10; three quarters mile ride and run race, two prizes, value \$20, 10; two mile (scratch) championship of America, open to all amateurs, gold medal, value \$50; one mile tricycle race open to all amateurs, two prizes, value \$20, 10. Fee, \$1 for each and every event, to be made to C. K. Monroe, 331 Pearl Street, New York.

OCTOBER 5.—Entries close for three mile bicycle race at fall games of Young America Cricket Club, at Stenton, on Saturday, October 8th, at 2 P.M. Fee 50 cents to W. T. Wilcox, 1704 Pine Street, Philadelphia, Pa.

OCTOBER 5.—Elkton, Cecil Co., Md., State Fair Bicycle Races at 12 o'clock. First race, one mile dash. Gold medals to first and second men. Second race, half mile, best two in three heats, gold medals to first and second. Entries to H. B. Hart, 813 Arch street, Philadelphia. Entries close October 1st.

OCTOBER 1.—Entries close for two mile handicap at Polo grounds. Games of the American Athletic Club, October 8th. Fee 50 cents to Wm. T. Baird, box 2,930, New York City.

SEPTEMBER 29.—The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half mile heats best two in three, on the third day of the fair. The premiums are silver and gold pieces of plate.

SEPTEMBER 29.—Dayton, O., bicycle tournament and races. \$100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

SEPTEMBER 30. Charlotte, Mich. Eaton County Agricultural Society. State amateur bicycle races. Mile heats, best three in five; three prizes—silver plated English bugle, \$15; cyclometer, \$8; two pairs English stockings, \$5; entries free; three starters required; English Bicycle Union rules. Esek Pray, secretary.

OCTOBER 5.—Willimantic (Conn.) Farmers' Club Fair, Bicycle races at Pleasant Valley Park. One mile, best two in three—prizes, silver cup and medal. Half-mile, best two in three—prizes, automatic alarm and bicycle watch charm. Entrance free; open to riders in Windham and New London Counties.

OCTOBER 5.—Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best three in five, open to all amateur riders in the State; entries free. First prize, silver water set, valued at \$35; second prize, watch, valued at \$25; third prize, horse timer, split seconds, valued at \$15; fourth prize, nickel-plated cyclometer.

For Sale and Exchange.

FOR SALE.—A Full Nickeled Special Club, Hancock tyre, rubber handles. In first class order. Owner wants smaller size machine. Price \$115. For particulars, address, H. McCORMICK, "The Benedick," 80 Washington square, New York.

FROM THE CLUBS

[Secretaries of clubs are invited to contribute to this column any items of general information and interest, and to send in their reports as early as possible to insure proper classification.]

GERMANTOWN.—The third annual supper of the Germantown Bi. Club was eaten by about twenty-seven members on Friday evening, 16th inst., at "Travers," Germantown. Although, in some respects, it resembled a love-feast, in more, it did not. The worthy President was absent, but his place was ably filled by the genial Vice-President, Mr. H. W. Gill, remarkable more for the jolly breadth of his grin, and the "style" of his team, than for his wheeling. The Hon. Secretary of the club (and Treasurer of L. A. W.) Mr. Dilwyn Wistar, also held forth in all his gravity. "Long Jo" Pennell was frequently heard from his end of the table, discussing the comparative merits of a sixty in. Special Columbia and the last pretty girl he had met. "Freddy," the bugler, bugled some and talked some (!) Powell and Gideon, the would-be racing men, acted much more as if in training for an eating match, than a bicycle race; the way in which Powell demolished fried oysters, and Gid manipulated fruit, provoking general admiration and applause. After supper we smoked—some. The kindness and unexpected liberality of the gentlemen of the Park Commission in removing all restrictions as to the use of the bicycle in the Park being duly appreciated, a number of the members present subscribed to a fund for building or renting a club house in or near the Park, and a goodly sum was raised. This Park of ours is a glorious affair—over three thousand acres of beautifully kept grounds, with a complete network of fine driveways—roads at least the equal of any in the country. Should be glad at any time to have a party of New Yorkers come over and have a run over them.

CORRESPONDENCE.

FARMDALE, KY., Sept. 10, 1881.

It has been so long since I have written anything pertaining to bicycling that I feel like a stranger in the field. If things had only turned out as they should yesterday I should have been the happiest bicyclist in the country. A fellow wheelman agreed to take my present mount off of my hands, and then he failed to come to time. Two bicycles are more than I have any particular use for, and as I have one I can not get another till the present is disposed of. My Special American Centaur is in Boston by this time and that makes me all the more anxious. Perhaps by the time I write again it will have made its appearance in the immediate vicinity of the Ky. Mil. Inst., and then you may expect some interesting notes.

There was a bicycle race at the Lexington, Ky., fair last week, in which about six or eight entered. I did not see it, but I was told it was a "string" race; but three fellows got one rider in a pocket, and as they went too slow for him and would not give him a passage out, he took one: result: the backbone of his own machine, a D. H. F. Premier, badly bent, his opponent's Yale knocked all to pieces, and two headers divided about equally between them. Such is the report that came to me.

It is hot as "Hades" down this way, so that there is not much pleasure in riding except in the early morning or late in the evening. My riding companion of last season has given up riding altogether, but there is a prospect of two or three more wheels making their appearance this fall. I truly hope they will, for I have been riding alone long enough to infuse a little enthusiasm into some of these fellows.

What about the "Star?" Has any bona fide bicyclist been converted from a back hind wheel to a front back wheel? Seems to me it would be hard to mount, for it is something like the pedal mount for an ordinary machine, and I tried that until I bent my pedal pin, and then quit without succeeding.

There is to be a five-mile race at the Hamilton, O., fair this week, in which four bicyclists are to run against one horse, the bicyclists relieving one another alternately.

I should like to match an "unknown" against any rider in the world, the race to take place next May, or two months from the time of agreement. That is if I were a sporting man, I should

like to make the above agreement. We have a fellow down here *six feet ten inches tall*, with a bicycle leg measurement of *forty-six inches*! Allowing him six inch cranks and four inches saddle room, he could ride a *seventy-two* inch wheel! He is very slender, strong, tolerably active, and "has wind like a horse." A party of men are thinking about getting him a machine, training him, and then travel with him. He is willing to go under the conditions. Couldn't he make the dust fly? I believe he could beat the best English time by at least thirteen seconds; *i.e.* a mile in 2:30! He would make a good advertisement for some of our big firms. When we get him trained Kentucky can boast of the fastest bicycle rider as well as the prettiest women and the fastest horses.

CAPT. C. W. F.

PERSONAL

Mr. Frank H. Douglas, of the Kings County Wheelmen, has recently been elected Secretary.

BY BICYCLE TO BOSTON

A TRIP OF 1,030 MILES, FROM LIMA, OHIO, TO BOSTON, MASS. ON BICYCLES.

VII.

[Continued from page 206.]

At three o'clock P. M., of September 13th, I left the New York capital behind, bound down the Hudson River for the town of Hudson, and after an enjoyable ride of thirty miles, reached that burg. Here Bob and I for a third time came together, and in a short time were enjoying the hospitality of his cousins, Mr. and Mrs. Graham Carpenter. At Hudson I remained three days, so pleasantly was the time passed by our host and hostess' efforts. Leaving Bob still among his relatives, I left Hudson, about 11 o'clock, September 16th. I crossed the Massachusetts line after a few miles and was soon fairly among the mountains. In this afternoon's ride I had many fine views of the broad Hudson and beyond, the blue Catskills in the distance, as I gained one height after another. The roads, among these mountains, in spite of frequent turns and often steep grades, were the finest I had yet seen. Hard and smooth, the bicycle rolled over them almost self-propelling and absolutely noiseless, and when a piece of down-hill would occur, away I would go "coasting" at the rate of 25 miles an hour, yet riding as smoothly as ever did Vanderbilt in his Pullman car. Leaving North Egremont, I had my first mountain to go over. To reach the top of this mountain, the road followed the windings of a hollow in its side, making frequent turns and doubles. Every short distance a level place, known as a "bench" was made in the road, for the resting of heavily loaded teams, which even I found acceptable. On the top of the mountain the road passed in between two peaks and entered near the southern shore of a beautiful small lake. On the west and north shores, the mountain side rose abruptly from the crystal depths, several hundred feet, in a precipitous heavily wooded slope, throwing a deep cooling shadow over the surface of the water. On the south and west shores, a lower peak fell back from the broad gravel beach of the lake, with a more moderate ascent, leaving a passage for the road, which skirted the waters' edge. I dismounted and stepping into a skiff lying near, shoved out into the lake, and leaning over to drink, saw the pebbles, through the clear water, lying at depths of 10 and 20 feet. Leaving the lake, I had down grade. The bicycle almost flew and the next eight miles ride was perhaps the most exciting and at the greatest speed which my bicycling experience has known. Carriages on the road were passed in a whirl, and it seemed but a few minutes until I had passed through, and the bicycle dashed into Great Barrington, a pleasant town in the Housatonic valley. September 17th I travelled over Lee Mountain and through the towns of Lee and Becket. Beyond Becket the road crossed the main summit of the mountain range, thence following the course of a wild mountain stream, down into the Westfield River Valley to Chester. On top of this summit was another small lake, remarkable, in that it had an outlet at each end, from one of which, its water flowed away to join the current of the Housatonic,

and from the other went roaring and leaping down the mountain side to the Westfield, and eventually the Connecticut River.

Without any delay in Chester, I pursued my journey down the wild and beautiful Westfield Valley, through Huntington to Russell, where sunset dictated a halt. A few miles above Russell, I had passed a large mill, situated in an open space in the narrow valley, which at the same spot afforded a right site and good water power. Below this mill, the valley again became so narrow as barely to afford passage way for the B. & A. Railroad on one side and the turnpike on the other, until it again spread out near Russell. The operatives of the mill lived in this town, and every morning at six o'clock, light wagons traverse the village gathering up loads of mill hands, and by seven o'clock, one finds the town almost depopulated.

By noon the following day, I had reached Springfield, passing through the city of Westfield on the way. In the Connecticut river valley, the roads are mere tracks through the loose sand, which varies in depth from two inches to two feet, hence it was considerable of a relief when I finally traversed the long wooden bridge over the Connecticut river, and entered East Springfield. Here I visited that institution familiarly known as the Springfield Armory, the U. S. factory for rifles and small arms. The concrete drives of the armory grounds were a luxury in roads, and before entering the buildings, I made several runs around the park. Through there is a Bi. Club in the city, many of the Armory workmen had never seen a bicycle, and of course on my appearance, "Rosinante" became the subject of attention. Procuring the Master Armorer's permit, I rode down an avenue on which were the entrances of the two main buildings, and halted between them. It was amusing to see the workmen. Near the entrance of the south building the water-cooler was kept, and as soon as I stopped with my bicycle before the door, about one-half of the workmen were suddenly stricken with thirst and made a rush for the water bucket, in the interval of waiting their turn to drink, crowding around me. In the north building too, the workmen gathered at the door, and shouted invitations across to "Come over here. You want to visit this building." Altogether it was the most unanimous reception my bicycle had ever met with.

Pushing eastward from Springfield, along the route laid down in the "American Bicyclist," I reached Palmer that night. I was now within two days riding of Boston. Early the next morning I was off for Worcester. Without any incident of importance transpiring, I entered that city at four o'clock, and pausing but a short time, rode on to New England village, the terminus of my day's traveling.

A heavy, saturating fog, enveloping everything, the morning of my last day's travel. In a short time after starting, the water was dripping from my hat, and my clothes, with the bicycle looked as though they had weathered a heavy rain. As I rode through Westborough, I enquired of a groceryman, how late in the day such fogs usually lasted, and was graciously informed, "As a general thing they last until they rise." About ten o'clock the sun began to make some impression upon the bank of vapor, and by eleven, the atmosphere was clear.

I reached Framingham at ten o'clock. From here, the remainder of the distance to Boston, I had fine macadamized roads. In the whole of the 1,030 miles between Lima and Boston, the total distance of macadamized roads which we traveled over, scarcely exceeded seventy-five miles. Twenty miles of this was in Ohio, and the remainder in Massachusetts, while in the wealthy State of New York, there was not a single mile. On the contrary, the parts of New York, through which we passed, possess some of the most abominable roads in Uncle Sam's domains.

Reaching Natick, I made a halt of two or three hours duration. At length I mounted again, for the last time before reaching the hub, and whirled away at a rapid speed. As I passed through Newtonville and Newton, I passed several bicyclers, out for the purpose of exercising their rubber-shod steeds. By this time "Rosinante" and myself exhibited the thoroughbred appearance of old travelers, and as we passed these wheelmen with bright uniforms and well-polished bicycles, they would gaze with some curiosity upon the scarred veteran upon which I was mounted, the dingy "Muhm" strapped behind my saddle,

and my weather-beaten costume. About four o'clock, I rode through Brighton, and at last after more or less wandering, found myself on Beacon street, in Boston. I rode down this one avenue with a great deal of elation, congratulating myself and "Rosinante" that a successful close of our trip was at last assured. In due time I reached Boston Common and with the help of a policeman succeeded finally in finding the entrance to Winter street, leading into Summer street, and at six o'clock P. M., September 20th, 1880, reported at the Pope Manufacturing Co.'s headquarters, the completion of my ride from Lima to Boston.

I have demonstrated to my own satisfaction the practicability of the bicycle. I *know* what it will do. In this trip, we were out in all kinds of weather, and over some of the *worst roads* in North America. The *average* of the roads taken all through, would have been bad for a vehicle of any kind, yet in accomplishing the distance of 1,030 miles, the time actually occupied in traveling was twenty-one days, an average of nearly fifty miles per diem. In making this record, we never exerted ourselves beyond the extent which our personal pleasure and ease dictated. The ride was a purely pleasure trip, not made with an intent to accomplish any other purpose. In only one instance did we ever attempt to ride on time, and then we rode easily sixty-two miles in eight hours and a fraction, over an indifferent clay road. Through all the wear and tear of this trip, our bicycles passed without sustaining any material injury. I afterwards rode my machine nearly five hundred miles additional, over Southern Ohio roads, and after fifteen hundred miles of travel, I consider it in as good condition, substantially, as the day I first mounted it. The Southern Ohio roads, however, are finely graded and macadamized, fully equal to any in the United States, and should any eastern bicyclist, hereafter, project a trip in the West, I would advise him to lay his route through Southern Ohio or Kentucky.

"Rosinante" is now "in-stalled" in winter-quarters, occupying an honored position at the left-hand of my writing desk, but at no distant day, we will again be out for a rough and tumble trip, and a life full of that zest and enjoyment, which can only be obtained by a tour.

OLD EXODUS.

THE END.

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[Advertisements not exceeding four lines will be inserted under this head for forty cents.]

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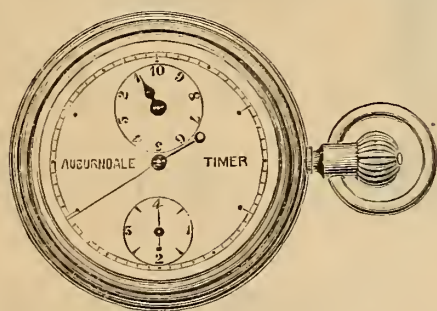
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