

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 6.]

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OFFICE OF PUBLICATION, 22 NEW CHURCH STREET.

EDITORIAL JOTTINGS.

As our editorial contributor appends no initials to his contributions, it may interest some of our readers to know what he has contributed to the last five numbers. They are indebted to him for the editorials entitled, "A Race Track on Boston Common;" "American Ideas;" "League Membership;" and "Shall we have Six-Day Races?" and "Some Suggestions on Tricycling." Perhaps his distance from our editorial offices prevents his contributing in other ways; or perhaps he gets so good-natured reading the *Bicycling World* nowadays, that he doesn't feel spurred up to write. Anyhow, we hope he will favor us with something for each succeeding number, as he has for the first five.

The *Bicycling World* having a just-graduated lawyer on its staff, proceeds to raise certain legal conundrums respecting the law of guaranty. There is an old adage that one such man can ask more questions than ten wise men can answer. But we wait patiently for the impending legal opinion.

It is to be regretted that Mr. Kingman N. Putnam, of the New York Bicycle Club, so well and favorably known as efficient corresponding secretary of the L. A. W., should have made a hasty resignation, and in it cast severe reflection upon the officers of the League.

It was understood that he was very reluctant

to be elected as corresponding secretary again this year. It had been hoped, however, that he had changed his mind, and would continue in that office. Finding circumstances, however, against his devoting so much time and attention to it, he had some time since sent a letter of resignation; but the officers, unwilling to accept this resignation until they had found a competent and willing successor, were holding it under advisement.

It now appears from the "official organ" that Mr. Putnam, opening his mail on the 28th ultimo, glanced through the pages of that paper, saw a few oblique paragraphs therein referring to the business of the officers' meeting in Boston, and immediately wrote and sent for publication in that paper a double-barreled resignation; one barrel being aimed at the office of committee on membership, and the other at the office of corresponding secretary; but both loaded with a charge of misapprehension and rather hasty feeling.

In the first place it should be observed that the board of officers did *not* take action "overruling and condemning the decision of the membership committee," which is alleged as the cause of the first letter; *nor* was it true that "its officers have seen fit to abolish" a rule of the League.

In common with all good wheelmen, we have great respect for Mr. Putnam; but he was misled by inaccurate reports and unjust comment in the League organ; and not being present himself at the officers' meeting, he should have waited before sending such letters for publication until he could fully understand the bearings of the officers' action upon the standing and work of the League.

Because a rule has been amended, why does any single wheelman raise the cry that "a certificate of membership is no longer a guarantee of anything more than that its holder is able to pay one dollar per annum;" or that the League is

thereby placed out of accord with the B. T. C. and the N. A. A. A. A.?

It has been advertised for a year or two among wheelmen that "London W." is the editorial contributor of our esteemed cotemporary in the East; so of course everybody knows that whatever is published in the *Bicycling World* over the signature "London W." is really editorial, and makes due allowance.

In the issue of October 25th, containing a report of the League meeting, the types credit Mr. Pratt with making several "motions" in regard to amendments, etc. The Mr. Pratt mentioned, was Fred. S. Pratt, the chief consul State of Massachusetts, and not Chas. E. Pratt, the editorial contributor to this paper. Mr. Pratt not being a member of the council, took no part in the proceedings, except upon invitation from the chair he rendered his views as published concerning the amateur question.

The New York Athletic Club have secured the gymnasium and rooms of the Crescent Club at Twenty-third street and Sixth avenue. Already there are a number of bicyclers among their ranks. One of the latest to join is Kingman N. Putnam, the ex-secretary of the League.

The League is at present without a secretary and a committee of membership, all having resigned. As its affairs are temporarily clogged, we hope the president will soon fill the vacancies, and put the machinery in motion.

Mr. Burley B. Ayers, of Chicago, ought to make a good secretary. It would bring the West more into prominence, and perhaps increase the membership in that section. Now that Mr. W. F. Gullen has resigned from the membership committee, L. A. W., it will give him more time to attend to the organization of a State League. New York is a large district, and if brother Gullen will make a move in that direction, he will find many ready and willing to aid him.

The Buffalo men would take an interest in a State League, and we do not doubt but what Rochester and Albany men would not be far behind.

* * *

Perhaps, after all, the true solution of the problem of "How to make the League a success," would be the formation of State leagues, with their separate consuls and representatives, controlling their own affairs, having their own treasury, and each State contributing a portion towards the support of the greater organization. Bring the League home to every individual wheelman, compel every one who has the interest of bicycling at heart to contribute his share, and we would see our highways and roads placarded with the familiar emblem; the touring wheelman would find a welcome in every town, however small; a hotel where good food and comfortable lodging could be obtained at a reasonable rate, and at each consul's office maps of the best routes for bicycling in his vicinity.

* * *

A correspondent from Fostoria, Ohio, writes that a club was formed there some time ago, with five members and two bicycles, but has since expired. Poor club! It is a pity that the smallest on record could not survive.

FROM THE CLUBS.

ROCHESTER.—The Rochester Bicycle Club Gymnasium was opened last Wednesday evening. It is thoroughly equipped with the latest apparatus. The bicycle rink has now been opened for several weeks. The club is soon to go into active drilling. We can now boast of having two men who can ride on their front wheels. Our new uniform will probably be dark green.

WENDELL J. CURTIS, Secretary.

CHAMPION CITY.—The Champion City Bicycle Club of Springfield, O., claims to be the first club in the state to have successfully made a hundred mile run in 24 hours. On three different occasions they have scored over a hundred miles inside of 14 consecutive hours.

The C. C. B. C. have arranged for the use of a hall in connection with their winter quarters which will be available during such times as outdoor riding cannot be indulged in.

We have to chronicle another accident, the victim being our secretary, who experienced a severe and ugly header caused by a malicious youngster of 13 years thrusting a stick into the wheel while the rider was going at a rapid pace.

THE MEET AT WASHINGTON.

WASHINGTON, D. C., October 25, 1882.

To the Wheelmen of America:

By a resolution of Congress, adopted August 5, 1882, the use of the rotunda and adjacent halls of the United States Capitol were granted to the Society of the Army of the Cumberland from November 25th to December 3d, 1882, to hold a bazaar and reception, for the purpose of

raising funds to aid in the erection of a monument in the National Capital to the memory of the late President Garfield.

To carry out the purposes of Congress in this resolution, and in furtherance of the objects of the Society, a National Bazaar and Art Exposition, with the Capitol for its centre, will be held in Washington City during the period named.

Among other attractions, Wednesday November 29th has been specially set apart as Wheelmen's Day.

Preparations are in progress to secure the attendance of riders from all sections of the country, and we anticipate one of the largest assemblages of wheelmen ever brought together in the United States.

The general management of the special proceedings of the day will be under the auspices of the Capital Bicycle Club, which will co-operate with the general committee of this association.

PROGRAMME.

1st. A grand parade over the splendid asphalt streets of the Capital City, passing all the public buildings and other points of interest.

2d. A review of the riders by the President of the United States; the General of the Army, other dignitaries of our own and foreign countries.

3d. Racing of various classes, fancy riding, and drilling; for which numerous valuable prizes will be given.

An admirable track has been secured in the heart of the city; the grounds south of the Presidential Mansion are to be put in perfect condition for racing; necessary buildings and conveniences are already provided for, and thorough police regulations will be established and carried out.

BAZAAR AND EXHIBITION.

The grand bazaar and exhibition to be held in the Capitol building, with a vast array of rare and costly articles of art and industry from all parts of the land, promises to be one of the most interesting ever given in the United States.

MILITARY.

Military companies from many states have given notice of their intention to participate in the exercises and in the competitive drills on December 1st, which is designated "Military Day." The spectacle will be one of the most brilliant character, and valuable prizes are to be given.

CLIMATE.

In the latitude of Washington, late November is a delightful season for the bicycle rider, being almost uniformly warm and clear. Cold days are seldom known at this time, and wheelmen are assured that they will probably enjoy weather similar to that of October in northern latitudes.

ACCOMMODATIONS.

A committee of the Capital Bicycle Club will secure quarters at hotels and private houses, at reasonable rates, in advance for those who may

send word. Visiting wheelmen will be met at trains, and good and convenient storage provided for their wheels.

RAILROAD FARES.

Negotiations with the leading railroads are pending to secure reduced fares and free transportation of bicycles, of which due notice will be given.

SPECIAL ATTRACTIONS.

Washington has been truly called the "Bicyclist's Paradise." No other city in the world offers the same attractions to the lover of the swift and silent steed. It contains upwards of sixty miles of wide streets, paved with asphalt, and as smooth as a floor, leading through all parts of the city past all the Government buildings and other prominent places. Numerous large parks, within the city, contain several miles of excellent clay and gravel road, all open to riders without restriction. Near the city, and accessible by an excellent road, are the beautiful and picturesque grounds of the famous "Soldier's Home," containing fifteen miles of smooth hard roadway. Here, too, may be found coasting grounds, varying from the most gentle hills to those which will test the metal of the most daring rider. Good roads also lead from the city to the National Cemetery at Arlington, the former home of General Lee, and to Cabin John Bridge, a beautiful resort, seven miles distant.

CITY ATTRACTIONS.

The many features of interest in the city are sufficient to occupy the visitor several days. Among them may be named the magnificent National Capitol, the finest public building in the world, with its hundred features of historical interest; the Patent Office, containing the finest mechanical museum in existence; the Smithsonian Institution and the National Museum, the White House, the Treasury, War, State and Navy buildings, the Bureau of Engraving and Printing, the Government Printing Office, the largest in the world, the Navy Yard, with its shops, ordnance, and iron-clad vessels, the Army Medical Museum, the scene of the lamented Lincoln's assassination, and the Corcoran Art Gallery. These and other subjects of interest make this the most beautiful city in America, and it will be found doubly attractive at this time.

GREETING.

The Board of Direction extend to every wheelman in the United States a cordial invitation to attend and participate in the various competitions for prizes. Clubs, members of the League of American Wheelmen, and unattached riders, will one and all receive a hearty welcome. It is regarded as a motive that every wheelman will appreciate, that never before in our country, if in any, has a gathering of this character been held for the benefit of any object outside of the interest of the wheelmen themselves. Surely, their enjoyment of the proposed meet will not be lessened, but greatly enhanced, by the consciousness that by their participation they are contributing

directly to the erection of a fit monument to the memory of President Garfield.

Further information in detail of the proceedings on Wheelmen's Day will be sent you later by the Bicycle Committee and by the Capital Bicycle Club.

JOHN W. THOMPSON,
F. T. WILSON, Chairman.
Corresponding Secretary.

THE IXION ROAD RACE.

About quarter past ten on the morning of election day, a number of athletic bicyclers were seen to leave the headquarters of the Ixion Club, en route for the Boulevard and 59th Street, where the start for Yonkers was to be made. A party of five, consisting of Frank Egan and some of the New York Club men had started ahead, with their watches set the same as the starters, in order to check the arrivals. At 10.25 the following members drew up in line, and were ready for the word. These were W. R. Pitman, B. G. Sanford, C. C. Reed, Jr., M. G. Peoli, Frank Howard and P. M. Harris, who contested for the three prizes, which consisted of handsome gold and silver medals to first and second, and an elaborate stamped leather medal to the third. The last we saw of the party, the veteran was ahead, with Frank Howard at his heels. We understood that the latter spurted break-neck hill, and passed Pitman at Valentine's Lane, arriving at Peabody House in 1h. 13m. Pitman second by 2m., and Sanford third. The time was very good, as the fifteen miles of road traveled were rough, and a brisk headwind served to retard the riders. At the hotel they met the chief consul, Frank Weston, who had come up by train, and a number of the Mt. Vernon Club. A very enjoyable dinner was served, and the afternoon was pleasantly passed in a manner best known to all social wheelmen. This, we believe, is the first club road race on record in the vicinity of New York.

[COPY OF DECISION.]

MAYOR'S OFFICE, CITY HALL,)
BOSTON, November 1, 1882. }

To the Pope Manufacturing Co.

GENTLEMEN: We have carefully examined and considered the published articles relating to "The Bicycle for Ministers," received and transferred to us by Mr. W. E. Gilman, and have awarded the prizes therefor according to the terms of your offer, as follows:

The first prize to Rev. S. L. Gracey, for article in *The Christian at Work*, entitled "The Ministers—Mental and Muscular," etc., and article in *The Methodist*, entitled "The Bicycle for Ministers."

The second prize to Rev. M. D. Buell, for article in *Western Christian Advocate*, entitled "Health as a Pulpit Force."

The third prize to Rev. H. F. Titus, for article in *The Watchman*, entitled "The Clerical Wheel."

The fourth prize to Rev. N. P. Gilman, for article in *The Christian Register*, entitled "Beneficial Rotation for the Clergy."

At the same time we refer to three others, of the many excellent writers whose papers were submitted, as deserving of honorable mention, viz.:

Rev. J. G. Porter, for "A Sermon on Wheels;" in *The New York Evangelist*.

Rev. H. Lyman, for a Plea for the Bicycle," in *The New York Evangelist*, and "Utilize the Bicycle," in *Sheboygan Times* and *The Cortlandt News*.

Rev. F. D. T. Bickley, for "The Bicycle Papers;" a series of six articles in *Buffalo Commercial Advertiser*.

Regretting that circumstances have prevented our making the award on a date nearer to that suggested by you, we submit it now, and are

Yours, with respect,

[Signed] SAMUEL A. GREEN,
[Signed] LUTHER F. TOWNSEND, } Judges.
[Signed] CHARLES E. PRATT.

TRICYCLING.

TRICYCLING IN NEW HAVEN.

Tricyclists of New Haven had quite a good turnout on October 23rd. They rode through the principal streets of the city and finally finished on Howard avenue after two hours of keen enjoyment. There were an immense crowd of spectators to witness the run, and some very fine riding was exhibited. There were thirteen machines in line, including the "American Roadster," the "Ladies Sociable," the "Ladies Single Victoria," and the youths machine for boys and girls.

The roads were in splendid condition with the exception of Crown street, where there was considerable mud, making it rather slow for the ladies, but all difficulties were conquered with apparent ease. The ladies are getting very much interested in tricycling, and we hope that not very far in the future there will be hundreds of our fair sex riding tricycles on the streets of New Haven.

Three of the roadsters had quite an exciting race on the avenue, and it is simply astounding what wonderful speed the tricycle has.

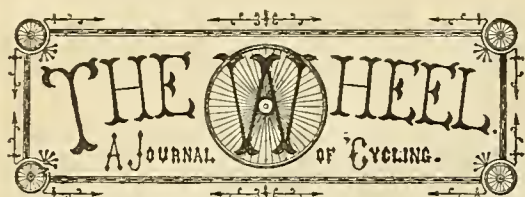
LADY TRICYCLIST.

FOREIGN NOTES.

THE FIFTY MILES AMATEUR CHAMPIONSHIP OF IRELAND.

The contest for the Fifty Miles Road Bicycle Championship of Ireland took place on Saturday in the Phoenix Park, under the auspices of the Irish Bicycle Association. The state of the roads was of the most unfavorable character that could be imagined, as the heavy rain of the earlier portion of the day had rendered them so soft and muddy that anything like a high rate of speed was out of the question. In addition to these drawbacks, there was a strong gale of wind

blowing, which militated very seriously against the riders, and tested to the utmost their powers of endurance in such a protracted contest. The course selected by the committee for the race was from the cross roads near Mountjoy Barracks down towards the Magazine Fort, along the Glen road, and round the base of the Magazine Fort, and on past the Phoenix column to the starting point. This circuit had to be completed ten times, and then the bicyclists rode up the road, finishing at the Phoenix column. The following competitors were the only ones who put in an appearance at the start, out of the nine who entered:—W. M. Woodside, of Coleraine; A. M'Cormack, Maryborough B. C.; R. Berry, Metropolitan B. C.; R. T. Dobson, Tralee B. C.; J. B. Whittaker, Metropolitan B. C.; Messrs. Clarendon, Sheridan, and Manville, of the I. C. B. C. and T. A. Murchison, Phoenix B. C. did not come to the scratch. An excellent start was effected, and all got well away together. Berry, who was the first to make the running, got off with the lead, followed closely by Woodside, who rode in splendid style. Before the completion of the first lap the Coleraine champion had disposed of Berry, and he completed the lap in 18 minutes and 28 seconds, being at that early period fully 25 yards in front of the rest. Berry, who was second, was followed after a short intervening space by Whittaker, Dobson and M'Cormack bringing up the rear in the order named. In the fourth round of the course Dobson relinquished the contest, his example being followed by Whittaker in the fifth. Berry sustained a rather awkward fall in the early portion of the race, and cut one of his arms rather severely, but he pluckily remounted. At the commencement of the fifth round Woodside was leading by about 4m. 12s., but unfortunately his machine broke down under him. However, he procured another machine, and, mounting it, continued the contest, after losing about eight minutes by the delay. Berry and M'Cormack had in the meantime improved the occasion, and were some considerable distance ahead. Woodside, however, having procured the remount, gave chase to his rivals, whom he succeeded in overhauling very cleverly. He rode to the finish in magnificent style, and won in the time of 4h. 14m. 20s., which, considering the state of the roads and his mishap, was extremely creditable. Berry came in second, finishing in 4h. 17m. 26s. Woodside has, by this achievement, established his reputation as one of the best exponents of bicycling in Ireland. His previous successes in the shorter distances have been already favorably commented upon in our columns, and it but remains to be said that he has now shown conclusively that he can hold his own with the best riders which the country can produce. The competitors were much indebted to Mr. Hurford for his invaluable services as clerk of the course, as well as to the force of police under command of Inspector Mullins, who were in attendance to keep the route clear of all obstructions during the progress of the race.—*The Cyclist*.



The Official Organ of the Bicycle Touring Club in America.

FRED. JENKINS, - - - Editor.

CHAS. E. PRATT, - Editorial Contributor.

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TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidentially) full name and address with *non de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest. Address THE WHEEL, Box 444, New York.

AN OPEN LETTER TO WM. E. GILMAN.

NEW YORK, November 4, 1882.

WM. E. GILMAN, Esq.,

Editor of the Bicycling World:

Dear Sir—In your issue of the 3d of November, you publish an open letter to the members of the League of American Wheelmen, in which you make some statements which are either the result of ignorance or malice. From my personal acquaintance with you, I am inclined to credit it to the former quality, and acting on that supposition, will endeavor to set you right.

A week before the meeting of the board of officers L. A. W., I wrote my associate in Boston, to procure a stenographer, and have a report forwarded to me as early as possible, naming Monday as the latest available day that I could use it. This was entirely independent of what action the League would take on the subject, and was only what any enterprising newspaper would do. The *Mud Creek Bladder* would be entitled to a report if it had sent a stenographer to obtain it, and you could not have prevented it. There are many League members who read THE WHEEL that never look at the *Bicycling World*, and I will not deny that some of your League subscribers do not all take the WHEEL.

The L. A. W. numbers 1,400 odd members, and I seriously doubt that the *World* is taken by 25 per cent. of that number. If the *World* generously sends copies gratuitously to League members, they, no doubt, appreciate it. You have always been opposed to monopoly, and yet you seek to make a corner in news. In the course of your article you jumble the Pope M'f'g Co., A. S. Parsons and THE WHEEL together, in such a manner as to lead the outsider to think that they are all concerned in the oppression of

the *Bicycling World*, as well as intimately related to one another.

In the first place, permit me to state that your journal is not capable of supporting the interests of the L. A. W. The publisher is a defeated candidate for office, both in general and State elections, and as such embraces every opportunity of venting his spleen on the League, and you, as his month-piece, are obliged to follow his dictation.

In the second place, allow me to quote your words. You say, "It is natural that the Company should desire to advance those publications which are in its pay, etc., etc." In justice to myself and the journal I represent, I will say that the above statement is a deliberate and malicious falsehood. The Pope M'f'g Co. do not own or control a dollar's worth of the stock of THE WHEEL, or any interest whatever, apart from their half page of advertisements.

The board of officers voted at their last meeting to furnish THE WHEEL with a list of candidates, and also a copy of *special notices of League matters*, this in your report you omitted to state, preferring to let your readers think that you still controlled the news of the League, but we do not complain of that.

Now, let me explain Mr. Parson's connection with the stenographic report. My associate learned that Mr. Parsons intended having a stenographer, and suggested that the same man might do for both, and thus divide the expense. It was also suggested that the *World* be furnished with a report if it would bear one-third of the expense. This proposition was declined on your part, but when you found that THE WHEEL was to publish the same, you demanded that a copy be furnished you.

In the meantime, the stenographer had the misfortune to lose his child, and was so completely upset by the misfortune that he was unable to make copies of more than the first ten papers, and hurriedly sent the balance of manuscript to us. It reached us late on Tuesday morning, as we were about to take the train for Philadelphia, and as the printers were waiting for copy, we sent it to them without revision, and the result was, that the first portion contained some errors of names that were unavoidable.

Mr. Parsons was not to blame in the least, for the incorrectness of the stenographer, and it is not to be wondered that the work was hurried under the unfortunate circumstances attending its production. We sent Mr. Parsons advance proofs of the matter as fast as obtainable, and also returned him the original copy as soon as we were aware that you wished it for publication. If any one is responsible for the delay it is the stenographer, who ought not to have sent us the original manuscript, but a copy, and in view of the existing circumstances, I think he is perfectly excusable.

It seems that the whole tenor of your letter hinges on the defeat of Captain Hodges, and your idea of mixing the League, the Pope M'f'g Co., and the petty quarrels of your publisher is

a rather ridiculous proceeding for a reputable journal, and an unsavory one for League wheelmen to contemplate. I sincerely hope you will succeed in separating them in future, and when your ideas are a little broader, none shall welcome or assist you with more pleasure than,

Yours truly,

FRED JENKINS,

Editor THE WHEEL.

CORRESPONDENCE.

Editor of the Wheel:—Just at present wheelmen up in this corner of the old Bay State are chuckling over the beating of the records of the best all day club run, by Messrs. Webb, Smith and Cogswell, of the Lawrence Bicycle Club, who started without any previous training, for what proved to be the best on record. Captain Webb riding a 52 in. Expert; Smith a 54 and Cogswell a 52 Standard Columbia.

The route and distances are taken from the *Sunday Herald*, and are reported correct by the gentlemen above-named, and are as follows:

The start was made from Young's Hotel, Boston, at 12:27 Friday morning. From thence the run was made to South Framingham, 21¼ miles; thence to the Public Garden, Boston, 21 miles; thence to South Framingham and return to Cottage Farm, 40 miles; from Cottage Farm to Gloucester, via Cambridge, North Cambridge, Somerville, Melford, Saugus, Lynn, Swampscott, Salem and Beverly Farms, Salem, Swampscott, Lynn Common, 22 miles; thence to Everett station and return, 11 miles; Lynn Common to Malden, via East Saugus, Saugus and Melrose, 10 miles; Union square, Malden, to Young's Hotel, Boston via Everett, Somerville and Charlestown, 5 miles, finishing at 11:45 P. M. The running time was 17h. 15m.; rests, 6h. 3m.; total time, 23h. 18m.; miles run, 169¼, breaking the records most disastrously in miles and time. Who next?

This same club are making, and have about completed, arrangements for a ball, etc., to be held in Lawrence on the eve of November 8th. So you see that though we're "down East" so to speak, we are decidedly awake on matters bicyclic.

I said "we"—alas, for the moment, I identified myself with the L. Bi. C.—we properly are most thoroughly dead in wheeling matters—poor roads and hills have killed off most of us—but one or two waifs, with a persistence under the circumstances to be commended, wheel on and hope for better times.

The League of Essex County wheelmen formed last May closed the season with a most successful meet at Beverly, Oct. 13. Fifty-eight wheels in line on that autumn day. It has now a membership of over a hundred—has executives in each town or city who are expected, and do furnish traveling wheelmen with the best advice as regards hotels, roads, etc. In fact *does* what the L. A. W. *promised* to do—not only that, by its numerous meets it has awakened the

wheelmen all through the country, and put life and vigor into what was, in many cases, indifference. Pleasant acquaintances have been formed and now the writer, in taking a ride, say thirty or forty miles, feels sure of coming across some brother of the L. E. C. W. I see that the B. C. T. propose taking active steps towards an increase of membership in the States. Will it succeed where our L. A. W. has failed, and if so, why? C. C. Weston please explain? That 169 mile run put another pin in the Fairfield Cyclometer. It was used on one of the 52's and failed most miserably in doing its duty. 'Tis a pity for it is neat, small and handy—but not accurate and therefore useless.

"What shall we do to be saved" from wasting our daddie's dollars on snares and vain delusions.

869.

HAVERHILL, Mass., Oct. 31, 1882.

CLEVELAND, Oct. 17th, 1882.

Editor of the Wheel.—The annual meeting and dinner of the Cleveland Bicycle Club took place on Tuesday evening October 3rd. the election of officers resulting as follows: president, J. H. Wade, Jr.; captain, F. T. Sholes; secretary, J. H. Collister; treasurer, E. W. Norman; first lieutenant, A. A. Hathaway; second lieutenant, J. D. Pugh, Jr.; bugler, H. Glidden; club committee, President, Captain, Treasurer, and Messrs. Backus, Avery and Potter.

After the election the club adjourned to Weisgerbers where they sat down to an elegant supper, and after the merits of Full Nickled Pie with D. S. H. Rim, etc., had been fully discussed, the club resolved themselves into a sort of an amateur debating society, and speech-making (although each member as he was called upon, declared he was no speech-maker) was the thing of the hour.

The Cleveland's have decided to have a fall race meeting open to club members only for the following events: Five mile race for the championship of the club and a gold medal. One mile dash for a cyclometer. Half mile dash. Half mile dash without hands. Half mile dash consolation race, open only to those who have never won any club events.

This series of interesting races is to come off on Tuesday afternoon, October 24th, and we hope to have good sport if the weather only holds good until then.

Messrs. Purnett and Smith of the Rochester Bicycle Club, two of Dr. Coleman's Rochester team that went out to Kansas, have been in the city for a few days, and are giving an exhibition of fancy riding at our roller rink. A number of the boys went up to see them at the rink the other night, and speak very highly of their performance.

There is to be a riding school here this winter, Davis & Hunt, the agents, having perfected arrangements for one.

I notice that your Washington correspondent takes me to task for speaking about a hill with a rise of one foot in two (?) and asks if we ride up

such hills out here? In answer to his question, I will say that such hills we neither ride up or down, and that I probably exaggerated some in giving that as its grade, but would like to get him out here and show him that hill and let him speak for himself in regard to it. By the way, if Washington riders can find no hill in their vicinity that has not been ridden, if they will only come out here we will guarantee to show them some good hills for a hill climbing contest, and at the same time make their stay here as pleasant as possible.

The consolation race at our race meeting is to have quite a unique lot of prizes, the club giving an elegant leather medal as first prize, and a number of their members contributing a number of prizes as follows: to second a bottle of St. Jacob's oil; to third three porous plasters, and to fourth a pint of arnica.

We are much pleased with the WHEEL here, and wish it every success as a weekly.

Yours,

SOL A. MAN.

FARMDALE, KENTUCKY, Oct. 20th, 1882.

Editor of the Wheel.—It is a hard matter to get up energy enough to write about the pleasure of bicycling when you are without a wheel. I promised the editor I should write something two weeks ago, vainly hoping the spirit should move me or hurry the movements of the agent that was to furnish my wheel, but the spirit did not materialize. However, it is an old saying that it is an extended thoroughfare that does not deviate from the tangent, and after seven weeks waiting it came. I could have had an English machine made to order in the same time. In fact, at the time I gave the order I was very undecided whether I got an Expert or Royal Premier. They were so evenly balanced in my estimation that the toss of a nickel would have decided me; but when the agent promised me an Expert by the first of September, I immediately gave him the order, knowing it would take at least five weeks longer to get the Premier. Everything has an end, except a closed figure, and almost exactly seven weeks after the first of September I was once more the happy possessor of a bicycle. This makes my fourth, two English and two American. My first was an old Standard Columbia, now obsolete, and I thought it was the grandest thing on wheels. Three months experience put English notions in my head, and nothing but an English machine would I have. I bought a Premier second-hand, and then my trouble began. It was not as represented, and I could get no satisfaction from the firm, so I had to grin and ride it. It was not such a bad machine considering its age, but nothing would do but I must have my ideal machine built to order in England. I did, or rather I gave the order and took what came. I think I was "taken-in." It is considerably easier to buy a machine than to sell one. That has been my experience. As I said at first, I would have tossed a nickel as to whether I should get an Expert or a Premier, now I would pray for the

American eagle to turn up. In fact, I am very thoroughly reconverted to American machines. It is a pleasure to be able to examine every part of your machine and find no more defects than are found in the Expert. I can find no fault in design or construction, but the nickel-plating on the spokes is not as good as I have seen; but the machine so much surpasses any one I ever owned or rode that I am willing to overlook this defect, and, if necessary, paint the spokes.

A *thirty-two lap track* is not much to brag on, but considering I am out in the country, and that I have always heretofore stabled my machine for over three months, I think I can congratulate myself in my good luck. In addition to the track I have a riding companion, so that I am inclined to believe my luck is changing.

While the inventors are trying to improve the wheel, suppose some underfed, methodistic wheelman devises a riding costume for his slim brethren of the wheel. The bicycle is a wonderful thing in itself, but when you can see no visible connection between the upper part of the rider and the pedals, it becomes almost supernatural. If some of us were to put on knee breeches and stockings, we should create more wonder than the machine itself. The idea of a man's body seated high in air with a pair of feet following the pedals around and no legs, is something quite as marvelous as the machine. Six feet tall and weighing but one hundred and thirty-five pounds. Just think of it. Energy enough for a two hundred pounder and not *meat* enough for a five footer. MAJOR.

[We would suggest as a remedy that the Major dons the regulation costume and lives down criticism. The writer remembers his first "shorts," when there were not ten riders in New York and although 5ft. 8in. and weighing only 115 lbs., rarely now if ever occasions adverse remarks. In fact it is more conspicuous to ride a wheel in long flapping pants than the neat dress assumed by wheelmen. Ed.]

SPRINGFIELD, Oct. 16, 1882.

Editor of the Wheel.—Sir: Considerable has been said of late as to the distance from the pole a bicycle track ought to be measured. Some weeks before our tournament of September 20th the statement was made that English tracks are measured *two* feet from the pole. We were about to have our track measured at that distance, but happening one day to speak of the matter to a rider who is familiar with English tracks, he remarked that all English tracks on which records have been made are measured *three* feet from the pole and *not two*. Not content with this, we made further inquiry, and found to our satisfaction at least, that English tracks *are* measured *three* feet from the pole. This being the case, the L. A. W. officers can not do better than to fix that standard here. No intelligent comparison of records can be made unless the standard is the same for all tracks. Let the League take hold of some of these small matters and it will prove itself to be of some real value.

S. P. G.

THE LAST STRAW.

Editor of the Wheel:—In principle the writer does not deem it worth the effort to notice manifestly spiteful or scurrilous flings at the fair name of any person or body; but his patience has at last been exhausted by the boyish nonsense continually appearing in the *Bicycling World* concerning the alleged bitterness of feeling of the Massachusetts Bicycle Club against the Boston Club, and the influence exerted by the Pope Manufacturing Company in the conduct of the former club. There is no ill-feeling existing in the Massachusetts Club except against one or two prominent men in the Boston Club. That is caused chiefly by the futile endeavors of those men to cast discredit on their sister club—made by THEM, a rival. There are royal good fellows and gentlemen in act and spirit in the Boston club, and plenty of them, too. They are just as friendly to us now as they always were, and as we are to them. It is nonsense to assert otherwise, as the publishers of the *World* well know.

The Pope Manufacturing Company exerts no influence whatever in the Massachusetts club. Colonel Pope's course has been a model one, and toward the club is always strictly "ex-officio" as regards his business. Not a word of the company's affairs or interests was ever spoken in the club-rooms, except in answer to a friendly inquiry. The company exerts no influence whatever on the opinions or actions of any club man, nor attempts to. The attitude of most of our members toward the amateur rule is not for club interest, but in the interest of the various league officers and representative bicyclers throughout the country, who would be forced from the League were the former rule to be acted upon to the letter, and from whose expulsion would date the dissolution of the L. A. W., which is capable of becoming, and will become with a little patience on the part of discontents, a valuable social, influential, and touring brotherhood. The above is written by one who knows what he says, and can substantiate it, and who has no interest in bicycling or ever will have, except as a healthful invigorating recreation.

A MASSACHUSETTS MAN.

THE BURIAL OF 791.

An impressive scene was witnessed late on Saturday evening by about twenty members of the different bicycle clubs, who had assembled to bid farewell to the old landmark of bicycling in New York. Attracted by the mournful strains of a bugle in the hands of the well known Oliver, the editor was able to distinguish among the circle the manly form of "Doc" Beckwith, of the Citizens, together with Header Book and Smith, of the same club; Frank Egan and Pitman of the Ixion; the inseparables, Blake and Thomas, of the late Mercury; Three Cheers Hall, of the Lenox; Louis Sledge, A. G. Carter and Bicyclers' Ball Revell. Stop-watch Harris was not on hand, and "Chic," alas! was not there.

The entertainment was conducted by the Ixion club, and it was to their generosity that an

ample keg of malt liquor had been provided. The services were opened by the reading of the following ode; the author's name we suppress, as well as his address, as we believe in "protection" in some cases:

FUNERAL RITE OF 791.

Ode.

Bicyclers ye are here assembled every one
To bid adieu to far-famed 791,
The scene of many a jovial event,
Now soon, alas! to be to Hades sent;
Where first the lamp of cycling shed its light,
Under the able pilotage of Will. M. Wright;
Where Bourne, Monroe and Benjamin have trod,
Giving a reverential odor to each sod.
Under whose classic roof the clubs have met,
In solemn conclave in its rooms have set,
The cyclers that one here has met we can't forget,
Including also our brand new League Vet.
We oft have been from these old walls a starter,
We oft have raised the very deuce with Carter,
Who now we see doth profit by our loss
And at East 59th Street is the boss.
We have been jovial here, I may say, very,
We've met with Sledge, Bruner and Tom Hunt
Sterry,
With Campbell, Foster, also many others,
Including Burrill, Minor, and the two Stern
brothers;
With Egan, Sanford, Neergard, and I really
Had most forgot Jenkins, surnamed the
"Wheely."
We have had visitors from every State,
'Twould be impossible here to relate,
The cyclers who have visited at times,
Including even men from foreign climes.
To here enumerate the list of folks
Who here have ridden, all the quips and jokes,
The laughter with which these old walls have
rung,
The merry jest, the songs which here were sung,
Would take too long, my verse must to an end,
So let us pass the pipe and all in silence bend;
For all of us are here assembled now,
To celebrate its funeral pow wow wow,
Therefore let Sterry, parson for the night,
Read with solemnity the funereal rite.

DIRGE.

*Here lies, released from all its earthly woes,
A building nearly every cyclist knows;
Which well has stood for twenty years or more,
And soon will rise a Phoenix grocery store.
Let every cyclist move with measured tread
And reverently bare his learned head.
From its old windows we have oft caught mashes—
So let us pray: Peace be to its ashes.*

REQUIESCAT IN PACE.

(Compliments of "Ixion Bicycle Club.")

New York, November 4th, 1882.

The pipe was then circulated and the beer tapped. After a few songs the wheelmen formed in line and, aided by the light of hub lamps, made a tour of inspection of the deserted building. The scene was too depressing and many being moved to tears, a movement to adjourn

was in order, and the parade moved in single file down Fifth Avenue to 4 East 59th street, where, in the Ixion headquarters, the remainder of the evening was spent in speech-making and consuming the balance of the aforesaid malt beverage. A parting song, and, as the midnight hour drew near, the wheelmen dispersed, and the burial, as well as the subject disposed of, was a thing of the past.

WHEEL RACES.

The joint meeting of the Manhattan Athletic club of New York and Moseley Harriers of Birmingham, England, at the Polo Grounds last Saturday, was well attended, in spite of the cold air that kept the crowd constantly in motion. The event of the day was the half-mile race between W. G. George and L. E. Myers, being the first of a series of three matches at half-mile, three-quarters and a mile, which will be run on successive Saturdays. George took the lead and held it to 700 yards, when Myers went ahead and won apparently with ease in 1 min. 56 3-5 sec. The three-mile handicap race resulted in an easy win for E. A. Thompson, Manhattan Athletic club, and Lenox Bicycle club, in 10 min. 46 2-5 sec. W. R. Pitman, who received 50 yards, was second, in 11 min. 12 sec. Pitman was so overjoyed at becoming a member of the League that it seemed to influence his riding. We understand he will be on hand at the finish of the mile handicap next Saturday.

What we would Like to Know.

Why the *Bicycling World* declares "that nothing but money and bluff enables them (the Pope Mfg. Co.) to maintain it (the Lallement patent)?"

Whether the Circuit Court of the Southern District of New York had nothing to do with it?

Or whether that court is referred to by our e. c. in the courteous allusion to money and bluff?

Whether the "money and bluff" used respecting that patent is all in favor of maintaining it?

Whether the "money and bluff" business isn't quite as lively on the other side, with the exception, perhaps, of the "money"?

If "the time is now ripe for capitalists to engage in bicycle manufacture here with profit and without paying a cent of royalty," as our e. c. the *Bicycling World* asserts, why don't the Bicycling World Co. engage in it?

Excuse the question, but why didn't Captain Hodges go into the bicycle business with his capital, instead of into the brokerage business?

Why the gallant Mr. Adams was allowed to represent the New York Bicycle Co. alone at Philadelphia?

Whether the League officers will think it worth while to answer the open letter of editor Gilman?

What preparations the leading bicycle clubs are making for winter entertainments?

How Chief-Consul Weston happened to make the happy selection of Captain Hodges for B. T. C. Consul of Massachusetts?

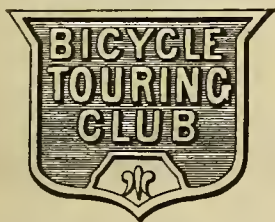
Whether the Ixion club enjoyed their first road race to Yonkers?

Why the Citizen's club did not join the rest of the New York wheelmen in the run?

Whether the sand-papered roads of New Jersey are more conducive to good road-riding than the hills of Westchester?

Whether Mr. Mason's entertainment on the 15th November will be a success?

Why the *Courier* scribe expected to be treated like one in a party of ten and not one in five hundred?



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TO LEAGUE MEMBERS:

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

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(According to the rules of the L. A. W.)

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The Pennsylvania and Baltimore & Ohio railroads will furnish free transportation for wheels, and have reduced passenger fares to about one-half the usual rates. Other railroads will probably do the same.

Music will be furnished by the celebrated Marine Band. Entries close Saturday, November 25th, 1882, for all the events, and each entry must be accompanied by a fee of one dollar, which will be returned to actual participants.

Address all entries and other communications to
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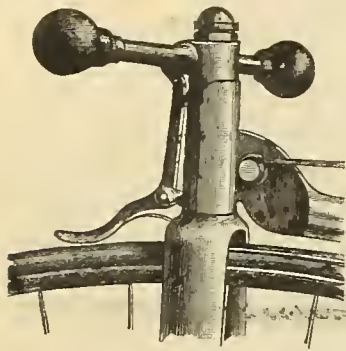
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