

# THE WHEEL

## A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 8.]

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OFFICE OF PUBLICATION, 22 NEW CHURCH STREET.

### EDITORIAL JOTTINGS.

Do not forget Washington?

\* \* \*

Mr. MacLean, whom we spoke of as one of the obstructive Park Commissioners, was really a friend of the wheelmen. We confounded him with Smith E. Lane, the greatest block of the quartette.

\* \* \*

We understand that his term will also expire soon, and then it might be well to send a committee of wheelmen again. The case has been postponed until the January term, and will probably drag itself along through next summer. Our only hope for relief is a change in the Board of Commissioners, and that for the better. It will be quite a while before we can expect an opening made by legal means.

\* \* \*

Grind out all the news you want, friend wheelmen, it is not to be expected that we can make an interesting paper without your aid.

\* \* \*

The Bicycle Touring Club are duly thankful for the notice paid them by the press, as will be seen by the resolution passed by their council.

\* \* \*

We have received no list of candidates in the League, owing to the fact that the organization is still without a secretary.

\* \* \*

Mr. Arthur Cunningham is taking a well-earned rest for a couple of months at East Orange, N. J. Treasurer Weston is now in double harness.

"Karl Kron" is soon to take a solitary trip through Massachusetts. As an authority on roads, he is without a rival.

\* \* \*

"An October Rambler," by Dr. George E. Blackham, in the November *Wheelman*, is finely descriptive of what may be enjoyed with a bicycle on a Sunday afternoon, whilst the beneficence of a good physician's practice is not impaired. It is very interesting to the general reader, and must be particularly so to physicians.

\* \* \*

THE editor's willingness to "now freely exonerate" vice-president Parsons "from any intentional hostile action" in respect to the stenographic report of the L. A. W. officers' meeting, in the *Bicycling World*, is a piece of superb hypocrisy and humbug lately characteristic of that paper's course. The editor was fully aware of the facts in the matter before he sent out his unjust and misleading "open letter." But he knew that a lie would travel faster than the truth—especially with two weeks' start—and could not forego a stab at the L. A. W., the Massachusetts Bicycle Club, and his particular spook, the Pope Manufacturing Co.; and thought his readers, probably, wouldn't know any more than he told them. If not too old to learn, he will some day know that fairness to every one is not only manliest, but best policy—even for an editor or a newspaper.

\* \* \*

WE NOTED with pleasure the publication in our last issue of the name of Capt. E. C. Hodges, B. Bi. C., as applicant for membership in the Bicycle Touring Club. With him for C. C., of Massachusetts (we believe he has been already named), we shall look for successful B. T. C. meets and runs.

\* \* \*

THE Boston Bicycle Club is losing none of its lead in providing for social entertainment. It had a *musical* on 16th inst., and it has laid out for music, lectures, smokers, pool tournaments, and other attractions of much variety for the winter.

\* \* \*

If, as the *Bicycling World* says, "in England a good machine can be bought for \$50, and all classes ride," the editor ought to name the machine. Those which he allows to be com-

mended in his columns as good bicycles cost the dealers more than that at wholesale, and are listed at retail at from £14 to £20. We, too, would like to see prices lower.

\* \* \*

LAST runs of the season are appropos with our northern clubs. The Massachusetts Bicycle Club enjoyed theirs on the 16th, a goodly number turning out for an all-day spin. It was remarked that all but one of those participating were over thirty years of age, which shows, at least, that they are not all boys. It was also jocosely observed that all but one wore full beard.

\* \* \*

THE publishers of *Rutledge's Monthly* offer twelve valuable rewards in their *Monthly* for December, among which is the following:

We will give \$20.00 in gold to the person telling us how many verses there are in the New Testament Scriptures (not the New Revision) by December 10th, 1882. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner December 15th, 1882. Persons trying for the reward must send 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the Christmas *Monthly*, in which the name and address of the winner of the reward, and the correct answer will be published. This may be worth \$20.00 to you, cut it out. Address RUTLEDGE PUBLISHING COMPANY, Easton, Pa.

\* \* \*

THE B. T. C. seems to be booming. Letters of inquiry are pouring upon the C. C. from all over the country, and constant accessions to the membership are received. The local men should now get together, nominate their consuls, and forward the nominations to the C. C., who will at once issue the necessary certificates. The first thing then for the appointed consuls to do is to look for a hotel for B. T. C. headquarters for their separate districts. We ought to have at least one hotel in every state in the Union before winter fairly reaches us.

\* \* \*

AS WE go to press, we receive a despatch from W. H. Miller, President L. A. W., in which he states that he has appointed Mr. Fred. T. Sholes, of Cleveland, O., as corresponding sec'y L. A. W.



## K. C. W. RECEPTION.

The Kings County Wheelmen (organized March 17th, 1881), will give its second annual reception at Knickerbocker Hall, Clymer Street, near Bedford Avenue, Brooklyn, E. D., on Monday evening, December 4th. The committee of arrangements are Alex. Schirabach, J. H. Lepant, and Frank J. Smith. Under the management of these wide-a-wake wheelmen there is no doubt but what the affair will be very enjoyable. It is the intention of a large number of New York men to attend, and a stage party will be made up to start from the headquarters at 4 East 59th Street, leaving about 8 p. m., and returning whenever it suits the convenience of the majority. The K. C. W. have always been an enthusiastic body, and will no doubt make their entertainment an enjoyable one.

## CORRESPONDENCE.

WASHINGTON, D. C., Nov. 19, 1882.

*Editor of the Wheel:*—I saw in the WHEEL of October 25th, an article by "Nick L." in which he speaks of nickel plate, and which is, in the main, correct. It is true, as he states that nickel is slightly porous, and it is also true as he denies, that nickel will rust, owing to the fact that all nickel, used for ordinary purposes, contains *some* iron, which it is almost impossible to eliminate from it. Hence there are two chances to one, leaving out accidents, that nickel plate will corrode. In conversation on this subject, some time ago, with a "plater" he strongly advised *silver plate* for bicycles, as being free from these objections. Nickel, he said, is very brittle and unyielding, and the constant jar and vibration of a bicycle is apt to make minute cracks in it—hence rust and peeling. Silver will last as long, according to his statement, as nickel, will not rust nor crack, makes as good an appearance (with perhaps a little more work or trouble), and is very little more expensive. I have a "British Challenge" machine (nickeled) which rusted in spite of all my care, and the majority of "Experts" here are doing the same, although they are (or supposed to be) nickeled on copper. Who next can give us any information in regard to this?

"S."

*Editor of the Wheel:*—Phila. wheelmen have got a regular shaking up, in fact a revival, a cycling, if not a religious one, for which the late successful meet is in a great measure to be thanked. A new Club the "Quaker City" dates from that auspicious event and has quite a respectable membership. A number of the "Germantown" boys and a good squad of the "Patriarch Club" (Phila.) will be on hand at Washington on the 29th inst., while Penn'a has devoted its attention to the organizing of a local meet and inter-club-race for "Thanksgiving Day." The latest information with regard to the latter item of news is, that it will be open to all Phil'a Bicycle Clubs, and the route will lie over the Lancaster Pike from 52nd street to Wayne and back, a course of twenty miles of as uphill work as any road-rider

need wish for. The prize will fall to the lot of the club having the greatest number of riders in, within three minutes of the first man at 52nd street. If the 30th inst. is a fine day, there will be some fun on the old Pike. Among the "editorial jottings" in the WHEEL for Nov. 15, there is a reference to Phil'a. in relation to a mania for making big records. Now, Phil'a. wheelmen are not a whit behind their eastern brethren in the matter of enterprise when once they get started, and no doubt they could show up respectably on a long cruise, but then, Monsieur, THE WHEEL, here is the way the case stands. We have no roads suitable for speeding on but those of the Park, and a stretch of ten or twelve miles on the Lancaster Pike. We have got our park for riding in (I hope the boys at Washington will drink the health of the commissioners) and we mean to keep it, as far as observing its rules will tend to so doing. Now, there is a regulation which prohibits us from riding at a greater rate of speed than seven miles an hour; multiply seven by twenty-four and you get one hundred and sixty-eight, thus you see if we were to break the record of "Eolus", and dump it from "top of the heap," though we might not break up ourselves, we would be certain to break a Park rule, fair and square, and no getting out of it either. So that settles the Park as far as speeding goes. Then with respect to the Lancaster Pike, you have there twelve miles of good road, but every mile of it up grade. Ask the Washington boys how they liked the successive hills, termed in local parlance the "Camel's Back." However, we must not say hard things of the dear old "Pike," and no doubt next Thanksgiving Day will show how it is suited for a road race.

MINON NECKAR.

*Editor of the Wheel:*—I am directed to forward for your perusal, a copy of a resolution passed at the last meeting of the Council of the B. T. C.:

Proposed by E. R. Shipton, seconded by C. R. Maddox:

"That the best thanks of this Council be cordially tendered to the whole of the foreign wheel papers, but particularly to *The Bicycling World*, *THE WHEEL*, of America, and *Das Velociped* of Germany, for the disinterested publicity given to the B. T. C., its doings, and its objects."—I am, yours truly,

S. A. AUTY, Secretary.

Millergate, Bradford, Nov. 3, 1882.

## WHAT OF THE LEAGUE?

(From the *Wheelman*.)

The League of American Wheelmen appears to have become, during the past season, of sufficient consequence to be criticised. It is the fate of all organizations of similar character to meet occasionally with gusts and storms, and, at times, even with tempests of abuse. The League and its officers must not expect to be exempt from this fate. I do not mean to imply that the League has yet received abuse. There has sprung up a good deal of discussion of its scope, its rules, the action and alleged non-action of its

officers, in the bicycling press; and of this, generally considered, nobody can complain, because it is an advantage every way.

There has been of late a good deal of misunderstanding apparent, and want of definite knowledge in regard to League matters. Perhaps this is not to be wondered at. The two bicycling papers, one as the "official organ" of the League, and the other less favored, but equally well-disposed, have been depended upon mostly for making known the objects and doings of the League by its officers, and as sources whence to derive information by its members and other wheelmen; but neither of these papers is read. Yes, I end the sentence there. From all appearances, neither of these papers is read. Each has its list of subscribers, each is taken up and looked over by a considerable number of wheelmen, and each is very useful and and valuable as a medium of communication. I am not now disparaging these papers, but I am simply inviting attention to a neglect on our part as American wheelmen. There are, at the least calculation, twelve thousand bicyclers in the United States and Canadas; and I will venture to say, from observation and inference, that not one in ten of us subscribe for either of these papers, and not one in twenty subscribe for both, and, further, that not one in twenty reads either. It may be allowable also to suggest that it cannot be reasonably expected of subscribers to a paper that they shall remember everything that has been printed, or that they shall always have the files of papers at hand to refer to, and that while information may have been fully published six months or a year or eighteen months ago, there may still be necessity for serving up the same facts and the same suggestions again. Iteration—reiteration—is the duty of the newspaper.

I have looked almost in vain to the bicycling press for any defence of the League, or any attempt to correct or explain errors made by correspondents in their communications concerning it. Even in "the official organ" of the League, which may be expected, perhaps, to do something more for its officers and members than any other paper, I have noticed a dearth of the dew of charity and the rain of information, which might gratefully fall on thirsty and inquiring fields. If the wheelmen of America would devote as much attention and pains, and as many small sums of money, to the American sources of information as they do to the English, they would be quite as wise and quite as patriotic, and would find quite as good returns for their investments.

Other things might be mentioned as contributing to the apparent want of information in regard to the League. The League handbook, of which I shall have something more to say hereafter, which ought to have appeared in the spring of last year, or, at the latest, in June, was delayed until November. Until its appearance even the permanent information, such as relates to constitution, rules, officers, consuls, etc., was only accessible in "the official organ" and in cir-



culars, and was consequently scattered and never at hand. It may be observed, too, that while wheelmen are not inapt or infrequent in the use of their pens, the members and officers of the League have apparently been, like other wheelmen, more busy with action than with words.

Now, I could wish that some explanation of the scope of the League and its rules, and an adequate setting forth of what its officers have done, might be attempted by others better able and better situated to attend to it than I; but I propose to try to contribute my views in regard to these matters, and to make some reply to the various criticisms which have been made, in a general rather than a specific way, for the most part.

To begin at the beginning, it seems proper to take some observation of the origin and scope of the League I had the honor to suggest first, in the *Bicycling World* of March 20, 1880, from which I quote: "The organization of a Bicycle League which may serve to protect and to further the general common rights and interests of wheelmen throughout the United States and Canadas." On the 26th of April, 1880, I signed, as president of the Boston Bicycle Club, a call for the first meeting, which was published on the 1st of May, 1880; and that call but repeated in different words the same fundamental suggestion which I have above referred to. The first meeting was held, and the outline of organization was adopted, on the 31st of May, 1880. At that time the League was given a name, an organization with officers, and a constitution; and that, it is to be borne in mind, was but little more than two years ago. It was not until the fall of that year that a code of rules was adopted, the organization of the League completed, the work begun. The specific work of the officers of the League has, therefore, been done in two years and a half. When, therefore, comparisons are made with the Bicycling Union and the Bicycling Touring Club (the former founded February 16, 1878, and the latter organized August 5, 1878), it should be remembered that these have been in operation more than twice as long, and under much more favorable conditions.

The organization of the League was continued according to the best light and ability of its officers, to "serve to protect and to further the general common rights and interests of wheelmen."

In the remarks which I had the honor to make on accepting the presidency of the League at Newport, I said (according to the published report), "We each have the right of every citizen of this country to the equal and impartial use of the public highways, and of the public parks and driveways which our forefathers dedicated, or for which our taxes helped to pay; and we will not rest until we and our brother wheelmen have the freedom of travel on our choice of wheels anywhere from Penobscot Bay to the Golden Gate. [Cheers.]" The enthusiastic response to this sentiment showed that it was the key-note of that convention, and I think I may say with entire correctness that it has been the

leading principle of the board of officers up to this time. The brief constitution adopted is especially to be looked to, in the light of the circumstances under which it was adopted, as showing the purpose and scope of the League. The second section sets it out tersely but broadly: "2. Its objects are to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring."

The third section provides that "any amateur wheelman of good standing may become a member," and fixes the "initiation fee per member" at one dollar, with a proviso that where a club joins with its entire membership the rate shall be fifty cents a member.

The fourth section places the management of affairs in the hands of a board of officers, who "shall direct and decide in all matters not provided for in this constitution." The election of these officers was so provided for in the constitution that they should represent every State where there were any considerable number of wheelmen. It is obvious to any one on reading this constitution, and especially when considering it in connection with the circumstances under which it was adopted, that it was not the purpose of the League to regulate all the affairs of bicycle clubs or of individual wheelmen; nor was it to provide an organization which should be eleemosynary in its character,—that is, it was not to be an insurance society, or a charitable aid society, or a law association for the purpose of providing counsel for its members, and paying their costs and court fees, and furnishing bonds and satisfying judgments in every case in which a member might be hauled into court or might prosecute a non-riding barbarian for injuring him in body or limb. It may be that it would be desirable to have such an institution. Accidents do happen sometimes to wheelmen, and it would be pleasant if any one of them who was disabled might be able to draw ten dollars a week from the League treasury during his disability. Wheelmen, like other people, sometimes make mistakes and cause injury to others upon the highway; and, like other people, they are subject to abuse from the rough and hurt from the inconsiderate or malicious. To be able simply to send his name and a statement of the circumstances in any such case to the nearest League officer, and find an organization ready to take up the legal cudgels in his behalf in any contingency, would be very convenient.

But in the first place it isn't provided so in the constitution of the League of American Wheelmen; and, in the second place, the officers couldn't attempt to carry it out if it were so provided. It is a principle acted upon by any competent court not to issue a decree which it cannot enforce. With an initiation fee of one dollar at the greatest, and fifty cents for the majority and with subsequent annual dues of one dollar, it is obvious that the action of the League as to expenditure is very limited. The League numbers now something more than twenty-five hundred members, I believe. If this year every

one be counted as contributing one dollar our treasury would exhibit, in the absence of savings from last year, an amount of twenty-five hundred dollars. Nearly one-half of this amount may reasonably be allowed as necessary expenditure for printing, stationery, postage, and expenses incidental to the offices of secretary and treasurer. Evidently the officers under this constitution are not called upon to do anything more than they can, or to incur any more liabilities than the League has funds to meet; but it has some funds to apply; how shall they be applied?

The energy and time of the officers should be so directed as to protect and further the general common rights and interests of wheelmen, or, to quote the words of the constitution again, "to promote the general interests of bicycling, to ascertain, defend, and protect the rights of wheelmen, and to encourage and facilitate touring."

Now, if, to illustrate by examples, an individual wheelman be riding along Fifth avenue on his bicycle, and if a collision occurs between his vehicle and that of a driver of horses upon the same street, the wheelman may be injured in person or his bicycle may be broken. Had he ridden in a buggy the same thing might have happened and the same results followed. In the latter case he would look out for his redress himself, and why should he not in the former? Suppose a wheelman to start from Philadelphia to ride to New York, and to enter upon a turnpike, there to be warned or thrust off by the gateman, and informed that an order has been issued by the corporation that no wheelman shall ride on that highway. He then suffers a peculiar hardship, strictly on account of his being on a bicycle,—a hardship which impends over every other wheelman. In this case "the general interests of bicycling" are involved. A general common right is invaded, and the League officers should appropriately be called upon to assist in the contest that might ensue.

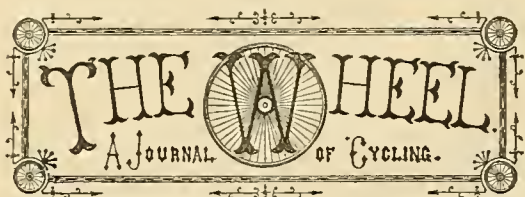
It is evident that the question of bicycling in driveways of public parks is also one of general common interest, like that of freedom of turnpike. So, if a town or city government pass an ordinance prohibiting the riding of bicycles on the public streets, this is a matter which falls in the same category.

Now, a great amount of confusion arises, I think, in the minds of wheelmen who have not considered the matter, from a want of discrimination between general matters which relate to the whole bicycling community, and special hardships which relate only to the individuals upon which they fall.

There is a little confusion, too, in the matter of "test cases." If a brutal rough pushes a bicyclist off his machine, or a hoggish hackman crowds a wheelman into the gutter and throws him, the injured one or his friends are very likely to set up the cry of test cases. But the day for test cases in that sort of thing has long gone by. There are scores of English cases of the sort, to be sure, but here in our own country there are plenty to cite.

[TO BE CONTINUED.]





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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.

### WHEEL LITERATURE.

One of the things likely to be encouraged by our excellent new magazine *The Wheelman*, and which makes us delight in its success, is the encouragement (we had almost said the revival) of bicycling literature. Of course, there will always be room for rudimentary writing, such as descriptions and discussions of how to take care of, and use, and perform with the bicycle, whether on the road, in the hall, or on the track. There will always be room for discussion of the improvements in machines, and of difference in construction, and also for accounts of what has been done; but if we are not mistaken there is a tendency both abroad and here in America to get into the habits appropriate to debating clubs, and to narrow down the literature of bicycling to paragraphs and brief descriptions.

That there is room for a great deal of fine writing, which shall include fine descriptive papers, fiction, poetry, anecdote, and other forms known to general literature, and full of life and interest, enthusiasm and entertainment, as well as instruction, there can be no doubt; indeed the literary record of wheelmen in some instances, which is to be hoped will not become rarer, has already proved it.

What we really need is more conference between wheelmen through the medium of wheel papers, and occasionally by means of books or other publications, upon the enjoyable sides and features of bicycling. What have you learned? What have you enjoyed? What have you discovered for new ways of enjoyment? How has your fancy been stimulated, or how has your mind been busy on subjects prompted by the wheel, or in fields into which the bicycle has

taken you, or into which you have taken experience gathered by the bicycle.

The idea may be crudely expressed, but the point we would like to make is that there needs to be more understanding and artistic writing by wheelmen for the press, and we like to see it encouraged; in fact we would like to gather in more of it for THE WHEEL.

### THE DECEMBER CENTURY.

Variety and freshness of illustrations and literary features are claimed for the December CENTURY. John Marshall, the Great Chief-Justice, is the subject of the frontispiece, which, with character sketches and many portraits, belongs to E. V. Smalley's paper on "The Supreme Court of the United States." Besides giving a clear idea of the functions of the Supreme Court, the writer describes picturesquely the routine and the humor of that dignified body, and gives several anecdotes of the chief-justices. "My Adventures in Zuni" is Frank H. Cushing's first paper on the remarkable tribe of Pueblo Indians with whom he has been living as an adopted chief for two years or more. His account of the family life and religious rites of the Zunis, and the numerous illustrations, are both unusually interesting. William Elliot Griffis explains "The Korean Origin of Japanese Art," and brings to the assistance of the text several striking reproductions of old Korean art. "The Taxidermal Art" is the subject of several beautiful engravings of mounted birds and animals, and, in the text, Franklin H. North writes with freshness about taxidermists and the curious features of their art. A portrait of the late Dr. John Brown, the author of the inimitable story "Rab and his Friend," which includes a portrait of the mastiff Rab, and a picture of the author's study, and some amusing grotesques by Dr. Brown, illustrate a charming paper on "Rab's Friend" by Andrew Lang.

Something between a story and a satiric essay is Henry James, Jr.'s, "Point of View," which as a study of American manners, even more interest than "Daisy Miller." The purpose is, by a series of clever letters by Americans who have lived in Europe, and by an educated Englishman and a French Academician, to show the merits and defects of American life and character as they appear from the different points of view of these critics. Professor Lounsbury, of Yale, returns to "The Problem of Spelling Reform," and makes a forcible argument in favor of it, and John Burroughs talks delightfully of the "Hard Fare" of the birds and small animals when winter is usually severe.

Mary Hallock Foote's serial, "The Led-Horse Claim," advances to a strong and novel situation in mining experience, a part of the action of the story passing underground. The author's full-page illustration of Cecil in the mine, engraved by Cole, is perhaps the most striking illustration in the number. Mrs. Burnett's "Through One Administration" approaches the focal point of interest; and in the

second part of "The Christian League of Connecticut," the Rev. Dr. Gladden weaves practical hints for Christian co-operation into his effective New England story.

The poems of the number are by the late Sidney Lanier, Professor Henry A. Beers, Andrew B. Saxton, L. Frank Tooker; and in "Bric-a-Brac" by John Vance Cheney, J. A. Macon, H. C. Bunner, Frank D. Sherman, and others. "Western Careers for Eastern Young Men" is the leading article in "Topics of the Time," and the other departments treat a variety of timely subjects.

### A MIDNIGHT RIDE.

A CAVALCADE OF WHEELMEN RAIDING THE BOULEVARDS AND CENTRAL PARK.

Wednesday night, as the clock struck twelve, five muffled forms emerged around the corner of Fifth avenue and Fifty-ninth street, each leading a bicycle. Where they came from is a mystery. Suffice it to say that these five riders had determined to have a jolly midnight ride, and at all hazards dash through Central Park. Not a word was spoken until Eighth avenue was reached, when the leader of the party—a tall, lank individual in bottle-green knickerbockers, blew a loud blast upon his horn, which caused many a window to be thrown violently open, and a number of nightcapped heads to peep forth in evident surprise. This was the signal to mount. The 'cyclists sprang into their saddles, and, after another blast on the horn, they started off in Indian file at a rapid pace over the smooth asphalt road. The high rate of speed at which they were now going was kept up until the Southern Boulevard was reached; then they slackened their pace and settled down to a steady trot. After a short but somewhat brisk ride, a halt was made, and the wheelmen, dismounting, proceeded to light up the lanterns which hung from the hubs of their machines.

This accomplished, they once more remounted, and continued on their way unmolested until the white walls of the cemetery were in view. Then it was that a strange scene took place. As the party dashed by in rapid succession a deep groan was heard to proceed from within the walls of the cemetery. They were about to stop to inquire into the matter when out of the gate stumbled an old Irishman, somewhat the worse for liquor. Catching sight of the 'cyclists, he gave a terrible yell, fell to the ground, and rolled over in the mud as he suddenly caught sight of the gold wing on the cap of one of the riders which at once revealed the fact that he was a member of the Mercury Club.

"I knew it!" shrieks the Irishman, beside himself with fear; "I knew it—the angels—begorra don't ye think I see the wings! Ah! shine out. I want to die now—what d'ye divils want anyhow, skipping around on thim infurnal things, a scarrun the life out of me. Bad cess to ye, anyway; go along with ye now, and don't say that ye saw Larry Tooligun full at the cimitery."



With a merry laugh the riders rode past the now inanimate figure until a neighboring inn was reached, when they dismounted, after knocking in a couple of panes of glass, to awaken mine host, they partook of a frugal repast of cheese and beer. It was now quite late, and, after a good rest, the word was given to mount, and the ride home was resumed. When the Eighty-second street entrance of the Park was reached the leader slackened his pace and the rest followed suit; not a word was spoken, and the riders entered the "forbidden ground." Once past the gate, all caution was set aside, and merry laughter was heard on all sides while snatches of song from the new opera, "The Duke of Lulifatan," was borne along the breeze. Not a single grey-coat was to be seen, and the 'cyclers were congratulating themselves on having thus far escaped the vigilance of the police, when a loud snore was heard near by. Upon investigation, it was ascertained that the snore proceeded from the bosom of a brass-buttoned sentinel who was lying prone upon a bench fast asleep in the arms of Morpheus.

The order was then given to move silently, and the gay cavalcade had all but passed the bench upon which the policeman was lying, when he suddenly sprang to his feet, and perceiving the wheelmen, blew a shrill blast upon his whistle for assistance. But the midnight riders heeded him not, and, fearing lest they be arrested and confined in the arsenal for trespassing, they redoubled their efforts and soon left the officer far behind. But they soon concluded that discretion was the better part of valor, and, after a short but rapid ride, escaped through another entrance.

Many falls were sustained after the boulevard had been regained—one youth especially, who was dressed in a very swell suit of corduroys, was continually falling. At the corner of Sixty-ninth street a huge tub of mortar was lying in the middle of the street, and the unfortunate youth, not seeing it, was precipitated headlong into it. He was begrimed with mud and mortar from head to foot. A block further on another rider, in endeavoring to "negotiate" a car-track, also came to grief, and was obliged to ride home as best he could.

Dark clouds now began to appear on the horizon, the wind blew strongly and a few drops of rain fell. But the club-house was near at hand; the riders spurted, a last call was sounded on the horn, another cheer was given, and the weary 'cyclists dismounted after a three hours' ride.—*Morning Journal.*

[Is Lazare at it again? Some portions of this seem familiar to us, and no doubt others who remember a similar ride in the New York *Herald* two years ago, when the "inventive Gaul" controlled the columns of that great journal.—ED.]

### THE B. T. C. UNIFORM.

After some months of earnest careful work, the Committee on uniforms appointed June 17th, have at length made their report in the monthly *Gazette* as follows:

After a careful investigation of some 40 patterns *especially woven* in all shades of grey, your Committee decided on the selection of a small, fairly dark grey check. This will be the exclusive property of the Club, and none but members will be able to procure it, as will be shown hereafter. As will be seen the cloth selected is of the finest quality, of a fast color, washable, unshrinkable, and light in weight, whilst it is warranted to possess undeniable wearing features.

As regards the cut and make of the several items composing the complete Uniform your Committee direct that the Uniform be considered to consist of Jacket, Breeches or Knickerbockers, Polo Cap or Helmet of the Club cloth, dark grey hand-knit Stockings, and grey Flannel Shirt; in addition to which the following can be added for those who desire them:—Waistcoat to match the coat, Gaiters ditto (for tricyclists or elderly gentlemen), white linen Polo Cap Cover with stiff peak and fall at rear, or patent "Honeycomb" Buggaree for Helmet, for use in hot weather, and best doe-skin ventilated Gloves. The question of footgear should be left to the individual taste of the wearer, but low Oxford Shoes with an inner invisible bordering of black fur to exclude the dust and dirt, are confidently recommended. As regards these several items of uniform your Committee recommend:—

1. That the JACKET be as plain in cut as possible, without pleats or braiding, that it button up fairly high in the neck, and that the collar be so constructed with an under facing that when turned up it shall be as finished in appearance as when down, and a small flap be arranged to button across the throat when turned up for use in wet or cold windy weather. Pockets to be one inside on left, one outside on right, two at sides, and ticket-pocket; each provided with flaps to wear in or out. The sleeves to be split up in the outside seam for six inches so as to allow of easily folding back when unbuttoned. Jackets to be *lined throughout with grey flannel.*

2. KNICKERBOCKERS or KNEE-BREECHES at option, with outer strapping of club cloth, thus doubling the thickness of the seat, and cloth straps and buckle at knee; *inner waistband as well as pockets to be of grey flannel*, also of the same color as the cloth.

3. POLO CAP. Little diversity of pattern is obtainable here but your Committee have adopted as neat and clean cut a type as possible.

4. HELMET. This to be very different from the old B. T. C. helmet. To be specially constructed by the best makers and of a peculiar pattern. Your Committee having had numerous samples submitted to them recommend the adoption of one which they have had specially made, this having the following good features: (a) great lightness, (b) water resisting qualities, (c) perfect ventilation, (d) absolute protection in all ordinary weathers, (e) great durability and retention of shape. The whole presenting a neat and unassuming appearance.

5. STOCKINGS. These your Committee recommend should be of a somewhat darker grey than the rest of the uniform, and as hand-knit

hose are vastly superior in wear to those made by machinery, your Committee have obtained very especial quotations from a large firm for a Stocking which is guaranteed to be of the best worsted, unshrinkable, and of a fast color.

6. SHIRT. For this a fine grey flannel of best quality, as near the color of the cloth as possible, has been adopted, and your Committee recommend that the Shirt be made after the pattern of a cricketing shirt with collar attached, and breast pocket outside, so that riding without the jacket in hot weather may not appear conspicuous.

As to the other articles enumerated and recommended they would be of the best quality obtainable at a reasonable figure, particulars of which will in due time be forthcoming.

### THE STENOGRAPHIC REPORT.

*Editor Bicycling World:*

Will you do me the justice to publish the following brief statement?

There being no secretary of the League in Boston, it seemed very properly to devolve upon me to make arrangements for the meeting of the board of officers. If other authority is needed, President Miller telegraphed to me to make all arrangements.

I therefore engaged a room at Hotel Vendome, procured stationery, etc., and knowing that a stenographer had always been employed (except at one meeting, when no one *having* secured one in advance, it was found impossible to get one), I called upon C. E. Pratt, Esq., knowing that he knew many reporters, to ask him to recommend one. He said, "Mr. Jenkins, of THE WHEEL, has written to me to engage one for him, as he wishes to publish a full report next week." One of us suggested that one reporter could take the meeting and furnish three copies, the expense being divided equally between THE WHEEL, the *World* and the League, at a great saving to each. This seemed fair and advisable, and I said, "I will make a motion to that effect; if it is adopted, all right." But Mr. Jenkins wants a report ANYWAY," he said, "and I must engage a stenographer, unless you say you will." I replied that I would have one there, and make the motion that the expense be shared; if it was voted down, the reporter would be at Mr. Jenkins' service and expense. I engaged a man who was recommended to me as first class, and of fifteen years' experience, and agreed upon a price for three copies, to be made upon a type-writer. To be perfectly fair, I took time, which I could ill afford from my business, to go to the office of the *World*, and ask if it desired to come into such an arrangement, knowing that formerly it had paid the whole or a part of the expense of a stenographer. The editor was out, but the business manager said at once: "We have talked it over, and we *don't want* a full report, and wouldn't publish it if it were furnished us. Mr. Gilman and Mr. Dean will take notes for as full a report as we have room for.\*



At the meeting the editor of the *World* repeated this to me. On the following day, however, the editor came to me as I stood in line for the State Run, and said that, as the official organ, they ought to have the stenographic report free of charge, and argued so well that I was induced to agree with him, and told him that I would submit it to the president and other officers, which I did, and it was decided to furnish a copy to the *World*. The stenographer had promised to have a rough draft ready for corrections on Sunday, and to furnish the three copies on Tuesday morning. The "rough draft" was not at the appointed place on Sunday, and calling for it again Monday, I found, to my horror, that it had not been left, and that the reporter's child had died suddenly, and he was attending its funeral. Meantime came a telegram from THE WHEEL, that a copy *must* be in New York Tuesday morning. I left word that the reporter must mail a copy Monday night, and furnish one to the *World* Tuesday morning, and was told that it should be done. To be sure that all went right, I went into Boston at nine o'clock Monday night, and to the office, where I was told the reporter was to spend the evening at work upon it, but found it locked. On Tuesday morning I saw the reporter for the first time since the meeting, and he informed me that he had failed to get around in time, so had mailed his "rough draft," the only record of the meeting he had, to New York, asking them to have it copied and returned. I telegraphed twice, and wrote each day that the copy must be sent back *at once*, calling each day at the office of the *World*, and explaining all this. Owing to Mr. Jenkins' absence at Philadelphia, my letters and telegrams remained unanswered, and not until Sunday morning did I see the fearfully incomplete and distorted report. I gave it a hasty correction, and took it to editor Gilman's house, again explaining the combination of misfortunes which had resulted in such delay, but for which I fail to see that I am *at all* to blame. Certainly I spared neither time, expense, nor effort to get the report to the *World* promptly.

ALBERT S. PARSONS.

[We are glad to publish Mr. Parsons' letter, as we always are any fair and respectful criticism or explanation. We now freely exonerate Mr. Parsons from any intentional hostile action towards the *World*, evident misinformation on both sides apparently causing a misunderstanding of the situation.—EDITOR BICYCLING WORLD.]

### FALL OPENING OF THE RIDING SCHOOL.

The Columbia Riding School was formally opened last Wednesday by some very interesting exhibitions of trick and fancy riding. About three hundred people comfortably filled the hall and balcony. There were many wheelmen present, and not a few were in riding costume. The number of ladies present was large, and they seemed to heartily enjoy the excellent riding that was displayed. Mr. Gus Wells, a patron of the school, was the first on the programme, and was well applauded for his efforts. Mr. Ford Mason then went to his assistance, and the pair performed some excellent double tricks. They were

followed by Mr. Canary, of New Haven, who surprised all by his fine riding. Many had not seen the one-wheel trick, and the easy manner of accomplishing the feat obtained for him enthusiastic applause. He was followed by Mr. Atkins, of the Massachusetts Bicycle Club, who showed himself to be thoroughly at home with the wheel, and a master of the art of balancing in every form. The slow race was run in heats, and was finally won by Atkins. A few dances closed the evening entertainment, and the audience slowly dispersed, well pleased with the affair.

### FROM THE CLUBS.

ROCHESTER.—The Rochester Bicycle Club Gymnasium, which was recently opened, came very near being destroyed by fire. The rooms underneath it were almost entirely ruined by smoke and water. Our damage will be slight.

The Club is to have an annual run on Thanksgiving day. We have now four (4) members who can ride on their front wheels.

W. J. CURTIS, Sec'y.

### What we would Like to Know.

Who is going to Washington?

Who is to be corresponding secretary L. A. W.?

What is the whole number of American B. T. C. members to date?

Why C. C. Weston don't give us more B. T. C. news to publish?

Whether they will ever get the "amateur" rule settled satisfactorily in England?

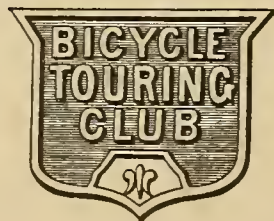
Whether editor Sturmeys isn't a little warped in his views of some things American? Or is it that he is "insular" in his attentions to bicycle makers?

When the Prince-Frye contest is to come off?

How many invitations to annual dinners the average club president or captain will receive this winter?

Whether some more of our helpful readers will not contribute to our columns?

Whether they forget that they who help most enjoy most; and that a paper is largely what readers make it?



Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees \$2.50, which includes silver badge. Annual dues 75 cents.

NAMES FORWARDED FOR MEMBERSHIP.

November 20th, 1892.

FRANKLIN T. DAVIS, Mt. Vernon, Westchester Co., N. Y. JAMES A. REAVES, Rhode Island Hospital, Providence, R. I. JOHN A. CROSS, Valley Worsted Mills, Providence, R. I. N. M. BECKWITH, 21 W. 37th St., N. Y. City. S. C. DE MUNN, 261 Benefit St., Providence, R.

I. CHAS. L. CLARK, 42 Bedford St., Boston, Mass. ED. G. FARMER, Jr., 18 Custom House St., Providence, R. I. W. W. BRIDGE, 363 Westminster St., Providence, R. I. ERNEST C. CHURCHILL, 171 Tremont St., Boston, Mass. EDMUND C. DANFORTH, 75 Randall St., Providence, R. I. EDWARD F. LOWRY, 133 Dale St., Roxbury, Boston. W. P. ANTHONY, Phenix Iron Foundry, Providence, R. I. C. T. GRAMMONT, 340 Pine St., Providence, R. I. ALBERT G. CARPENTER, Providence, R. I. F. W. BLACKER, W. A. W., Worcester, Mass. W. A. PICKETT, W. A. W., Worcester, Mass.

## League of American Wheelmen.



LEAGUE OF AMERICAN WHEELMEN.—Applications for membership should be sent to Fred. T. Sholes, Secretary, Cleveland, Ohio. Membership fee \$1.00 per annum.

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Racing.—S. A. MARSDEN, New Haven, L. H. JOHNSON, Orange, N. J., GEO. D. GIDEON, 2023 Ridge Ave., Philadelphia, Pa., GEO. H. STRONG, Oakland, Cal., J. S. DEAN, 28 State St., Boston, Mass., BURLEY B. AYRES, Chicago, Ill.

### 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.



We continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc. for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Thirty-six years' practice. No charge for examination of models or drawings. Advice by mail free.

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1 46 in. Standard "Col."	65.00
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1 48 in. " " 1879 pattern	60.00
1 48 in. Special Challenge, Ball bearings, painted	75.00
1 50 in. Standard "Col.", painted	80.00
1 50 in. " " "	55.00
1 50 in. " " "	60.00
1 50 in. Special "Col.", nickeled	75.00
1 50 in. Harvard, full nickeled, 1882	125.00
1 50 in. Timberlake	75.00
1 56 in. Harvard, full nickel except spokes	125.00
1 52 in. Harvard, full nickeled	125.00
1 52 in. " " "	125.00
1 52 in. Special club, painted forks, nickeled spokes and head	120.00
1 52 in. Standard "Col.", Ball bearings	85.00
1 52 in. " " nickeled	50.00
1 54 in. Yale Light Roadster	100.00
1 54 in. Standard "Col.", Expert, fellows, full nickel	100.00
1 54 in. Pacer, full nickel, ball bearings	80.00
1 54 in. American Club, full nickeled	125.00
1 54 in. Standard "Col."	70.00
1 54 in. Semi Racer, Humber	125.00
1 52 in. Stanley, full nickeled	90.00
1 56 in. Standard "Col."	65.00
1 56 in. Humber, full nickeled	115.00
1 56 in. Humber Racer	125.00
1 58 in. Humber	100.00
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Any one giving information that will lead to its recovery will be suitably rewarded.

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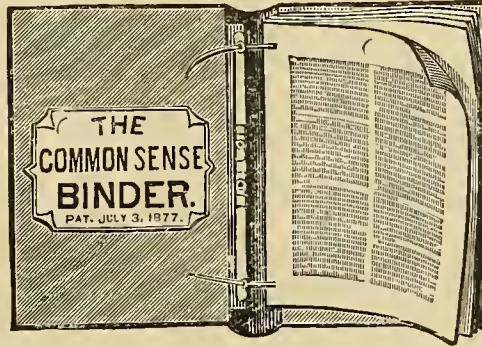
The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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## THE EDITOR

— OF —

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## WASHINGTON, D. C.

Wednesday, Nov. 29, 1882.

## Bicycle Meet

## AND Tournament

FOR THE BENEFIT OF THE  
GARFIELD MONUMENT FUND,  
UNDER THE MANAGEMENT OF THE  
CAPITAL BICYCLE CLUB.  
(According to the rules of the L. A. W.)

### PROGRAM.

1. A parade over more or less of the fifty miles of concrete pavement, and a review by the President of the United States.
2. A series of races on a specially prepared track in the White House Grounds as follows:  
Five Mile Handicap; Mile Scratch Race for novices who have never won a prize; One Mile Handicap; Half Mile Scratch; Two Mile Handicap.
3. Competitive drills, open to club squads of not less than eight men, for which individual prizes, in addition to a handsome club prize, will be given.
4. Fancy Riding.
5. A tournament on the wheel—the first ever attempted.

A sufficient appropriation has been made to procure exceptionally handsome and valuable prizes in all of these events.

Quarters in hotels and private houses either for clubs or individuals, will be secured in advance by a Committee of the Capital Bicycle Club, and storage for wheels will be provided in one of the Government buildings.

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

S. PRESTON MOSES, JR.,

Secretary Capital Bicycle Club.

Room 33, LeDroit Building, Washington, D. C.

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THE TRICYCLIST, - - - \$3.00 per Annum.

THE CYCLIST, - - - 2.00 "

THE WHEEL WORLD, - - - 1.00 "

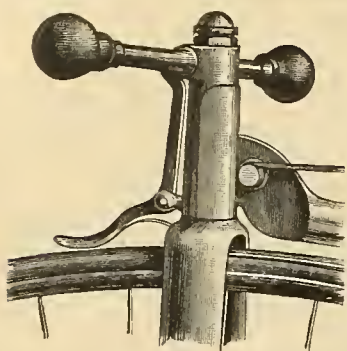
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