

THE WHEEL.

A Journal of Bicycling.

Vol. II. No. 6.]

DECEMBER 7, 1881.

[Whole No. 32.]

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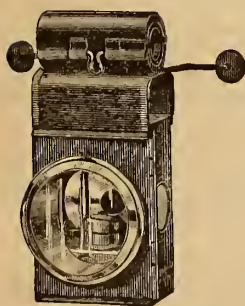
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REMOVAL.

NEW YORK, Dec. 7, 1881.

The editorial rooms of THE WHEEL have this day been removed to 187 Broadway, Room 12. Correspondents and exchanges will please note the change in direction.

PICKINGS AND STEALINGS.

Thanksgiving was a cold day.

Mr. Smith will probably have to wait until next year for a race with Mr. Frye.

John Prince has accepted John Keen's challenge and will race for ten miles in Boston. Prince has deposited forfeit with Mr. Wm. E. Gilman, editor of the *Bicycling World*.

Mr. John Keen, the English professional, will give a 10-mile exhibition against time at the American Institute, on the 19th. He has announced his intention of trying to lower the record for that distance.

Tickets for the 50-mile amateur championship race announced in our columns elsewhere can be obtained of Messrs. Schuyler & Duane, 189 Broadway, E. I. Horsman, 80 and 82 William street, and at the bicycle headquarters, 791 Fifth avenue. Seats will be reserved for ladies.

Company B., Ninth Regiment, N. G. S. N. Y., will give a fair at the City Hall, Hoboken, commencing next Tuesday, the 13th. Among the many beautiful articles, none perhaps will interest our readers so much as a new full nicked 54-inch "Special Club" machine which will be chanced off at \$1.00 a ticket.

It is now nearly two years since a 50-mile race was held in this country. At that time the number of good riders was necessarily limited, and Johnson did not have a very hard time of it. The time, nevertheless, was 'good. It will probably be beaten on the 19th by about ten minutes, and we look forward to some good racing.

It has been a mystery to us why Mr. John S. Prince claims to be the champion. We are not aware that there has been any open event for the professional championship, and this continual racing on paper is certainly ludicrous. At present there are say only twenty professional riders who have appeared on the track, and even that is a liberal estimate. Verily it is a "tempest in a tea-pot."

Let us have a professional championship race, and take an entry of Keen, Patrick, Prince, Rollinson, Wilson and the Harrisons, and there will then be some sport. The Polo grounds can be easily obtained, and we should like to see a mile turned inside of three minutes. It would be a treat indeed.

Poor Burlington! A correspondent from Burlington, Vermont, writes: "Our city papers have spared no pains to drive riders from our streets, and to urge the Board of Aldermen to pass an ordinance—regulating—or else prohibiting the use of bicycles."

Well, in a city of the size of Burlington we could have looked

for better things, but come to think of it, our subscription list is not very large there—perhaps accounting to some extent for the benighted condition indicated by the above.

Probably when Fifth Avenue is macadamized and we have no special use for the Park as a means of exit, the case of "Wright and two others against the Park Commissioners" will be decided. At present things seem dead, and the papers are probably accumulating dust in some lawyer's desk. Perhaps the farce of taking "horse testimony" is on the road. Having extended to Boston and Philadelphia, it might go to Baltimore, Washington, etc., and reach us when we have discarded our bi's on account of old age, and taken up the tri.

The tricycle at present is a rather scarce article in this vicinity. At present there are not more than three or four in use. There seems to be a fear on the part of most riders that they are not practical on our rough and hilly roads. This conclusion is usually arrived at after a hasty mount and trial of a few blocks, and not from any lengthy experience with the vehicle. A wheelman at first feels confined in a measure, but with a little practice one can extract a vast amount of pleasure from our three-legged brother. Friend tri, you are welcome.

Looking abroad, we have to congratulate the Bristol club, a member of which—Mr. W. Smith—has won the amateur championship of America, in addition to lowering the previous best times on record for that boastful country, to which the veteran "Carte de Visitesy" intends to make a journey ere long, doubtless with an eye to achieving bests on records as easily as he did for the distances from fifty-one to a hundred miles, at Surbiton, last month. If I had any ambition to shine as the holder of a best-on-record, I should now go down to Surbiton and try to ride one hundred and one miles; if I succeeded in doing which, I should, of course, possess the record for that distance, no matter how long it took me to accomplish, for the very simple reason, that there is no record of the distance ever having been ridden before. But, thank fate, I was not built with the bump of ambition so abnormally developed as that would signify, so I will e'en content myself by taking little twenty and thirty miles spins on odd days throughout the winter, and thus obtain the maximum of pleasure compatible with the minimum of exertion requisite to drive through the oceans of misplaced matter now to be found on the surfaces of all the highways and byeways.—*Wheel World*

L. A. W.

The following mail votes have been forwarded by the Secretary to the Directors of the League of American Wheelmen, for immediate action:

Mail Vote No. 12.

That the following be added to Rule 7th, defining the duties of Directors:

"That Directors shall appoint League Hotels in their several States, and furnish the same with signs and certificates."

Mail Vote No. 13.

"That the Com. on Consuls be authorized to prepare proper hotel certificates and signs, and forward the same to the Recording Secretary for record and distribution."

Mail Vote No. 14.

"That the Com. on Consuls be authorized to prepare a uniform tariff for transportation of bicycles."

Mail Vote No. 15.

"That the Com. on Consuls be authorized to prepare printed route slips."

IT MIGHT HAVE BEEN.

One of the unique celebrations of the day was a general turnout of the bicyclists of New York and vicinity, who participated in a grand parade in which members of all the clubs and many individual and unattached riders took part, the display be-

ing one of the largest of the kind which has ever been given in this city. When the start took place, from the headquarters of the New York Bicycle Club, at about noon, there were upward of two hundred wheelmen in the line. The captain of the parade was F. G. Bourne, of the Manhattan Bicycle Club, with especial jurisdiction over club men, while Mr. Alexander Le Duc, of the Yonkers Bicycle Club, was the captain of the unattached riders, of whom there was a large number. The wheelmen, in a good alignment, moved out of Fifth avenue, riding at a comparatively slow pace, good form being more desirable under the circumstances than rapid riding. At the corner of 110th street and Fifth avenue the procession was photographed while in motion, by the instantaneous process. From this point the line of march was taken up over the smooth, macadamized roads toward Kingsbridge, where there was waiting a bountiful luncheon at the Kingsbridge Hotel, for which the keen air had given the wheelmen a sharp appetite. In the early afternoon the party started to return to the city, where they arrived without any serious results from the occasional "headers" in which a few of the riders indulged.

Among the clubs which were represented in the unique procession were the following: New York, Manhattan, Mercury, King's County Wheelmen's Club, Yonkers, Boooklyn, Columbia College Riding Club and the Lenox. There were several organizations from New Jersey, New Haven, Yonkers, Newburg, Sing Sing and elsewhere. The Committee of Arrangements consisted of K. N. Putnam, of the New York Club; John Clark of the King's County; C. A. Reed, of the Columbia College; W. F. Gullen, of the Brooklyn; E. Y. Weber, of the Lenox; and S. Conant Foster, of the Mercury. A number of noted riders who have distinguished themselves among amateur wheelmen were present.—*Herald*.

FROM THE CLUBS.

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

KEOKUK.—Pursuant to invitation from members a large number of young ladies and gentlemen assembled last evening at the bicycle club hall. A well-prepared programme was rendered to the satisfaction of all present, the ladies especially seeming to enjoy the sport very much. The boys do some feats not unworthy of experts at the art of riding these mechanical steeds an accomplishment not to be laughed at. The following is the programme as rendered last evening: Drill and chase by John Hartel, Geo. Lourie, Geo. Delaplain, Jesse Eaton, Wells Sawyer and Louis Hartel. Double act by J. Eaton and G. Lourie—Lourie in the saddle and Eaton on the pedals in front. Double acrobat feat by Jno. Hartel and Geo. Lourie. Slow race by Sawyer, Eaton, Hartel, Craig, Delaplain and Lourie. Specialties by Geo. Lourie, Jesse Eaton, Geo. Delaplain and Wells Sayer. Triple, quadruple, quintuple, and sextuple acts by members of the club. Race of five laps with hands off handle by Sawyer, Delaplain, Eaton and Lourie. Race of half mile by Lourie, Hartel, Delaplain and Eaton.

GERMANTOWN.—Seventy wheelmen entered the third annual meet of the Philadelphia Bicyclers, and assembling at the Lincoln monument in Fairmount Park at 10 o'clock in the morning, speeded over Lemon Hill, through the West Park and three miles out on the Lancaster pike, returning to Horticultural Hall, where an exhibition of fancy riding was given. The column was led by Mr. Joseph Pennell, Captain of the Germantown Club. There was a marked improvement in the riding of the men as compared with the previous meet, the machines being better handled and a steadier gait maintained. The ride to Germantown and subsequent racing on the Stenton grounds were abandoned on account of the rough roads across country.

WHEEL RACES.

COLUMBIA ATHLETIC CLUB.—This club composed of pupils attending the Columbia Grammar School, held their first annual fall games on the grounds of the Manhattan Athletic

Clubs, Saturday, Nov. 26. The weather was clear and cold, but limited attendance and a soft track were not conducive to fast times.

The mile handicap advertised with 75 yards limit was changed to half mile race without reducing the limit. Owing to the number of entries the race was run in heats. The following started: Wm. Smith, B. Bi. C., Eng., Scratch; M. Lazare, Mer. Bi. C., 40 yards; E. G. Weber, Len. Bi. C., 40 yards; E. Bruner, Col. A. C., 60 yards; T. Roumage, Col. A. C., 75 yards. Bruner soon caught his man and led the pace, hotly pursued by Weber, who arrived in time to compete without changing his dress. Lazare fell back from the start, to the surprise of no one. Why that gentleman persists in entering races we cannot conceive, unless for the benefit of cheap advertising. As a racer he is nowhere. Smith, the scratch man, rode well, and succeeded in forcing his way to the front on the last lap. About 100 yards from the finish Weber made his effort and just succeeded in beating Bruner two feet. Time, 1:49 7-8s.

Second Heat.—L. Sterns, Len. Bi. C., 30 yards; T.W. Hunter, Col. A. C., 50 yards; T. Stuart, Col. A. C., 70 yards; started, and although Hunter rode at a good pace for a lap, it was plain to see that the race belonged to Sterns. Stuart dropped out, and Hunter and Sterns rode in side by side. Time, 1:51 3-4s.

Final Heat.—This was a fine race. Smith and Weber, the winners of the first heat, and Sterns and Hunter competing. The men were well bunched at the finish of the second lap, and as the track is rather narrow with many corners, there was considerable crowding. Weber, who had time to change his rig, rode finely and won the race in 1:31 3-4.

Later on Mr. John Keen, the English professional, gave an exhibition—three-mile spin against time. His style of riding was very much admired.

The time as taken by Mr. Lane of the *Sportsman*, is as follows: One mile, 3m. 7 1-2s.; two miles, 6m. 25s.; three miles, 9m. 43s. The time for the two miles was called out at 5m. 55s., but was afterwards altered to 6m. 25s., as being nearer the case. The time for the total difference is probably correct, as the pace was very fast for such a poor track.

AMUSEMENT NOTES.

Geo. R. Sims' London success, "Mother-in-Law," will be produced at the Park Theatre to-morrow with an excellent cast.

The Lights O'London by the same talented author was presented to the American public at the Union Square Theatre on Monday. It is an unqualified success.

The Major still continues its run at the New Opera Comique. The announcement "standing room only" nightly appears at the doors.

The Passing Regiment grows in popularity, the house being crowded nightly. In future the piece will be given every Wednesday afternoon as well as at the Saturday matinees.

At Niblo's Garden "The World" is drawing large audiences nightly. Its popularity will doubtless continue for an indefinite period.

Miss Fanny Davenport's farewell engagement in this city will commence at the Fifth Avenue Theatre, December 26th. She will then visit Europe for three years.

There is no doubt that "Patience" will run the entire season at the Standard. Patience theatre parties are now the thing in society circles. Intending visitors to the Standard should secure seats in advance.

The Amateur League gave the second of their enjoyable entertainments on Tuesday evening under the auspices of Amity Chapter No. 160, Royal Arch Masons, when they presented to a large and fashionable audience "Above the Clouds." The performance and the hop which followed were a success in every way. The League give a performance next Tuesday at the Lexington Ave. Opera House.

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EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

FRED JENKINS - - - - - Editor and Publisher
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THE TRICYCLE.

IV.

This article will conclude for the present what we have to say regarding the three-wheeler, and possibly the subject has exhausted the interest now felt in it by a constituency that has yet to appreciate the utilities of the "third wheel."

Bicycle construction, as the careful student of it has noticed, has nearly exhausted valuable changes, and scores of devices in tension wheels, pedals, shifting saddles, brakes, and so on, have quietly dropped out. The novelties produced within the past two years have been either useless or improvements in minor details—not to be despised, but showing that the steel steed has already been "bred" into about all the good points possible to his nature, and probably the appearance of novelties is now due chiefly to the craving for them and the fear, on the part of makers, that those who have nothing "new" to offer, each season will be deserted by the fashion of custom in favor of those who put out "trade catches."

This stimulating improvement process has had only say two years for the tri. while it has had ten for the bi. Hence, there is scope for great development in the former, in cranks, pedals, brakes, springs, bearings, and other details which count up the amount materially. Still, the real essentials of the tri. are pretty well fixed, and the stories of wonderful machines "to be" produced—which will travel at double the now known speed on half the present power, will go up and down stairs at full steam and make nothing of sand and stones—may be set down as very gauzy. For both tri. and bi. are hemmed in, as everything else vehicular is, by rigid laws of mechanics. It is perfectly easy to build a geared wheel which is capable of 30 miles an hour (and several inventors have produced devices of this sort), just as it is to construct wings to fly with; but the fact can not be got over that there is not enough muscular power in the human body to work either of these devices. On the most favorable conditions, the bi. will run, on level, almost without exertion; but in all-round work, the fact is that the rider has only a moderate margin in his deposit of power left undrawn. Speed consumes power—power consumes speed; all conceivable combinations of gears, levers, clutches, and what not, will never alter that fact, for the simple reason that you can't get anything, in mechanics as in anything else, without giving something for it. Reams of paper and uncounted hours of experiment are wasted, by those who do not know bet-

ter, in trying to dodge this fact of payment. For an example, somebody just now proposes to make the tri. drive easier by simply increasing the diameter of the pulley on the driving-wheel. Of course that would have the desired effect, but what the proposer does not think of is the fact that this would be "gearing down for power," and the machine would run easily but slowly; on the other hand, if the pulley wheel on the working shaft is correspondingly enlarged, to avoid that difficulty, no effect at all is produced. As to the matter of speed, moreover, it is a fact which probably will gradually become recognized and appreciated, that *speed costs extra*. In mechanics, varying the means does not equally vary the results. If a pipe one inch in diameter carries a certain quantity of water per minute, a pipe of two inches will carry more than twice that quantity. Twice the power which drives a ship at ten miles an hour will not drive it twenty miles, and three times the power will not make it thirty. Ride your bicycle at the rate of six miles, and it will take a relatively large addition of power to make it eight, and a still larger to make it ten. All this comes under the same law.

There is, however, a sort of modification of this as to practical results. It is yet an unsettled question whether the best work is got with large tri. wheels or with small; there may be a 50 or larger wheel running "plain," or say a 40 wheel geared up to equal a 50, or a large wheel geared down for power. Theoretically, the 50 plain and the 40 geared up to 50 are the same (a small difference in friction being ignored), and there are riders who hold that the ultimate thing is the larger wheel geared to run as a smaller; this, they say, secures power by the leverage, *and the desired speed can be had by quiet pedalling*, which is attainable by practice—for instance, with the "home trainer" or dummy bicycle.

This we regard as a most interesting practical question, all untouched as yet, which ought to be ventilated and tested by experiment. A brisk walk is say 100 strides per minute, each one equivalent to half a turn of the wheel; the same foot-speed gives about 7.6 miles an hour on a 52 wheel, and to make a 10-mile gait requires about a third faster foot-travel than in the brisk walk above mentioned. How much, then, practice will enable us to increase the speed of leg-action, without straining muscle and wind, is a practical question. It involves the determination of the best size of tri. wheels, and of bi. wheels as well. Everybody can ride several sizes of bi. as ordinarily made, and every maker advises the smallest which leg allows; the reason is not only that such is less tiring but that a slight increase of speed in action makes up for the diminished travel per revolution. Where is the happy medium? It is possible that in a considerably reduced bi. wheel, and in a large tri. wheel geared to turn slowly, quick pedalling being applied in either case, lies the real improvement.

In the decision of the best size of wheels, the best proportion of them to crank wheels, and the best length of crank thereon, lies apparently the chief improvement of the tri. One of its great wants—which will not probably be long unsupplied—is a thoroughly practical hill-gear or device for exchanging power and speed at will. Minor improvements in detail it would be unprofitable to dwell upon here.

It is useless to scoff at the tri. as a slow-coach; its place is secure. It already is a good second to the bi., and we would not venture to say that ten years more will not set it even with its thinner brother. Let them both roll on and develope—whoever does not wish well to both is not a friend of either.

But it is time to put on the brake, and as we slow up for a halt on the tri. for the present, let us bring in one point—the tri. is *the* thing for auxiliary power to help the rider, or for a full power to relieve him entirely. It is possible that an auxiliary for heavy roads may be found in springs. As to others, steam has been tried, and it is not to be scoffed at as absurd; compressed air is practicable; and electricity contains a promise. The Faure “accumulator” may have in store for our wheels more than we think. While muscle and wind are youthfully fresh, we may prefer to supply our own electricity, but we are all running a race with Time, and the old wretch is bound to beat us with his “staying power.” Past 40, and the prospect of having only to ride and guide, with feet “at rest” up hill and on level as well as down, will not look as it does at 25. Set it down, therefore, as one of the good things to the credit account of the tri. that we don’t know yet what benefits in carrying it has in germ for development.

J. W.

SOME BOSTON BEANS.

The chief topic of interest among our wheelmen, just now is the settling down of the three local clubs in their new headquarters.

The large and comfortably furnished house, No. 53 Union Park, has been leased by the Boston Bicycle Club. The house fronts on Union Park, and side with bay window on Tremont street. It is exceedingly convenient of access for the wheel, a fine smooth macadam surface leads right out to Columbus avenue, and from that thoroughfare it is well known to most of your readers, that the open country in any direction, can easily be reached.

The house itself will probably be occupied in the following manner, with some trivial modifications as time may suggest.

The cellar which is very warm and dry will be used as a wheelroom, it is reached from the street by a flight of steps down into the yard, and from thence into the cellar, the floor of which is almost on the same level.

The basement, consisting of large kitchen, dining room and a small room will contain the lockers and be used for dressing rooms.

The first floor contains the reception and reading rooms, the former is quite large, is nicely carpeted and comfortably furnished with upholstered chairs and lounges, and marble topped tables. The walls have been very tastefully decorated by members of the club with fans, hangings, photographs, and engravings. Over the mantel is a very handsome mirror.

Immediately back of the reception room, and separated from it by folding doors and draperies, is the reading room; the snuggest and pleasantest room in the house, with its bright carpet, comfortable and substantial furniture, pretty paper and the cheery cannel coal fire. The walls are hung with photographs of individuals, places and meets of bicycular celebrity. This room will also be used by the club for its business meetings,

The second floor will contain the pool and billiard rooms, the steward’s pantry and a card room; there is also a large bath room and closet on this floor.

The upper floors will be used as sleeping or card rooms as circumstances may require. The third floor also has a large bath room, &c.

The club servants will, for the time being, consist of a first-class steward and a boy, these will be supplemented as occasion may require with others, permanent or temporary.

The side board in the steward’s pantry will have a choice line of fluid refreshments and good cigars.

The Boston Bi. Club is to be congratulated on its past history, which has been one of liberal policy and untiring enterprise, and on its prospects in the future, which are of the most encouraging kind. The leading spirits of the club conceived the “expansion scheme” last summer, and the balance of the

members, with their usual vim, seconded these efforts with such good will that the club now numbers its full quota of sixty active members and forty associates, the last named figures will be more than doubled during the next six months. The feeling of pride that the Boston club takes the lead in this country is not by any means confined to the members themselves. It claims, and without dispute, to be the oldest in the U. S., and the League, and the largest, most enterprising, and best housed Bicycle club. In fact I am not aware that any other Bi. club in the world has such headquarters.

Among its members are men of wide celebrity, in the field of bicycle literature and on the racing path. Who, that is well read “up” in the former, does not know by reputation, at least, the names of Harrison, Pratt, Dean, Weston and Dalton. Those who race, know that they will find men of mettle in W. W. Stell and “Champion” Frye. The professions and the fine arts are all represented in the Boston; among the latter is one of the most celebrated portrait painters in the country, and last, though not least, the active members are bicyclists in the broadest sense of the name.

By-the-way, a little incident I noticed on looking at the club register, the last name on the book before leaving the old rooms at 40 Providence street, and the first on the register on taking possession of 53 Union Park Square, is Louis Harrison; the omniscient, accomplished and versatile. (Five dollars for that Louis).

Though not so pretentiously quartered as the Bostons, the Massachusetts and Crescents have secured exceedingly cosy and convenient joint headquarters at 194 Columbus avenue.

A short ride over the Belgian pavement from the rooms will bring the wheelman on to the asphalt surface of the same avenue, and from thence—anywhere.

Everything at 194 shows that the house committee had an eye to use and comfort in fitting up the rooms. The wheel-room will delight the heart of every bicyclist who beholds it. It is dry, large and easy of access, and contains a good supply of tools necessary in such a place. The other two apartments are fitted up neatly in ash, and will be used for reception, reading, and business purposes.

On the wheel, the peculiarly whole-souled, genial characteristics of the average Massachusetts man becomes conspicuous, as a club, they are royal roadsters.

If you have any ambition to pedal for all that you are worth just put Bro. Parkhurst on his wheel and tell him to lead; at the same time casually remarking that at the remote spot for which he is heading there lurks a savory dinner; do this, and I will wager that you will have to push prodigiously if you desire to see anything of that dinner. The Massachusetts club is strong numerically, and is composed of men whose standing make the club an influence to be respected and a power to be felt. Their future as their past will be a continuation of all that is good in bicyclists and bicycling.

From the fact that the Crescents have heretofore been without headquarters, make them less known to me than the other two clubs; if the few members I do know are a sample of the general stock, like Oliver Twist, I cry for “more.”

HANDY ANDY.

AN INTERVIEW WITH KEEN.

A *Courier* reporter interviewed Mr. J. Keen, the recently arrived English cyclist, last Friday evening.

“What machines have you brought over with you?” said the reporter.

“Mr. Vesey has a 56-inch Keen and a 54-inch Rudge; R. Patrick, a 54-inch Rudge, and I have brought a 52 and 56-inch of my own make,” answered Keen.

“I suppose you are looking for a race?”

“Yes; I hear Prince is very anxious for a race. I shall be glad to race him any distance for any amount.”

“I saw by an advertisement that you were coming over to ride the Humber machines,” said the interviewer.

“There seems to be an impression that we have come over in the interests of that firm. On the contrary, our trip was arranged long before Cooper knew anything about it; and when

he heard we were going he asked Mr. Vesey if he had any objection to his company. Mr. Vesey said, 'No, if Jack doesn't mind.' Then Cooper said, 'Will you ride one of our machines?' Mr. Vesey said he wouldn't mind. Cooper then sent over an advertisement to the *Bicycling World*, stating that the English cyclers about to visit this country would ride the celebrated Humber bicycles. Mr. Vesey, not wishing it to appear as if we were sent out by Messrs. Marriott & Cooper, then declined to ride their machine, upon which Cooper said he would not come. We are here to give an impetus to bicycling."

"Do you mean to stay long in New York?"

"Well, it will depend upon where the races take place. I shall ride against time to-morrow at the Manhattan grounds. Come up and see me."—*Courier*.

CORRESPONDENCE.

Editor of THE WHEEL: The meet on Thanksgiving day which was to have surpassed all previous efforts proved a fizzle, the state of the roads being such as to render a general turnout an impossibility. Many wheelmen showed up at headquarters during the morning, among whom were the following: Messrs. Schuyler, Bourne, Hill, Harris, Sneath, Foster, Hall, the brothers Bruner, S. C. Foster, Buchan, W. M. Wright, Hall, Thompson, H. H. Meyer, Hunter, Conkling, Brown, Jenkins, Shetton, Prof. Miller, Howard, Reed, Knickerbocker, Davidson, Romaine, Randolph Hurry, Roy, J. G. Carpenter, Webber, Levy, Egan, Cunningham, Fullerton, Hall, Schriver, Reed, Nicholls, Van Schaick, G. P. Bedford, L. Sledge, L. Sterns, Woodside and Jewett.

About one o'clock a select half-dozen who had had their enthusiasm aroused by the crowd of coaches which passed 791 en route for the Polo grounds started on their wheels for the football match. Mr. Schuyler made an admirable coat custodian, taking the riders overcoats and Miss Sarah in a hack to the grounds, a piece of forethought which was much appreciated in the afternoon. Wheelmen were also conspicuous at the Manhattan grounds, where a two mile handicap was decided. Louis Stearns winning handsomely by as much as his handicap from the scratch man W. Smith, the amateur champion, in 7m. 55s.

On the 23d, the long expected English party consisting of Mr. Cuthbert, D. Vesey, long distance amateur champion, John Keen, champion, R. Patrick and P. G. Lane, amateur walker, arrived in New York. Keen at once issued a challenge to Prince which he has not yet accepted; it is to be hoped that he will, and that the race will take place in New York. Apropos of racing, Keen has taken the American Institute for Monday the 19th, when he has offered valuable prizes for a 50-mile amateur championship.

It is to be hoped Johnson will emerge from his retirement, as he holds the title at present. Gideon, of Philadelphia, is mentioned as a certain starter.

W. Smith, the 2-mile champion, has signified his intention of competing, and if Timpson, Stall, Graham, Frye and company will enter we shall have a bicycular treat. I am afraid Willie Wright will not start, as he is entered for a matrimonial event, in which he is sure to capture the prize. By-the-way, his marriage takes place on the 29th, and on the 26th a stag party is on the cards to which all his batchelor friends are invited. Our invite hasn't come yet.

Keen will attempt to beat record time for ten miles at this meeting on the 19th, and there is every possibility that if the boy's will only support him, of our having a livelier bicycling winter than usual. Should I meet you at the Institute you can run me in.

Yours,

GRIP TREADLE.

WINTER RIDING.

We hear from Prof. Miller that there is a hall on Second avenue, near Eightieth street, which would do admirably for practice during the winter months. "Are there thirty riders," writes the Professor, "who will pay 50c. a week for riding and storage?" We think so. The hall can be reached on wheel from 791. This

is a chance that our riders have long looked forward to, and we trust they will embrace it.—*Courier*.

The above are the facts we gave the editor of the *Courier* last week. So far we have had no need of a place to ride in, but at the first fall of snow there will be a cry for a riding place. The place mentioned is very large, and was used during the summer months as a dancing floor. The proprietor is a very obliging person who is willing to make arrangements for the storage of machines. The floor is fine and makes an excellent riding surface. The rent is very reasonable and if fifty names can be obtained the cost will be only 30 cents a week. In clear weather one can ride from 791 Fifth avenue over macadam roads to the door. It is also accessible by the elevated and surface roads. We invite all wheelmen, both club members and unattached to send their names to the editor as soon as possible. The probabilities of some one establishing a school in this city is rather small, and unless we help ourselves, the Lord will certainly not help us.

THE WHEEL ABROAD.

TWENTY MILES HANDICAP.

Result:—H. BUCKLEY, 5 1-2m. start (1); W. PEBERDY, 7m. (2); W. PARR, 2m. (3); W. Chamberlain, 7m. (4); H. Lander, 3½m. (5); S. Haywood, 4½m. (6); A. Buckley, 8m. (o); Foreman, 9m. (o); J. Wholton, 10m. (o); A. Deacon, 8 1-2m. (o); T. Langton, 6 1-2m. (o); W. Riley, 6m. (o); S. Matthews, 2 1-2m. (o); J. P. Greaves, 1m. (o); S. E. Lovett, 1m. (o); R. Billson, scratch (o). The non starters were:—J. Pailthorpe, 1m.; J. Parr, 3 1-2m.; W. Stevenson, 5m.; A. Nixon, 6m.; R. Stafford, 6 1-2m.; H. Palmer, 7m.; Sturgess, 7 1-2m.; S. Iliffe, N. Roberts, 7 1-2m.; J. Walker, 8 1-2m.; W. Haynes, 9m.; W. Warner, 9 1-2m.; E. King, 10m.; T. Garner, 13m. In order to complete the distance, 53 laps had to be covered, and notwithstanding that there was a strong wind blowing across the ground, the pace for the first few laps was very good. When the scratch man was sent off the leaders were about two miles and a half to the good, but the short start men put in some capital work, and soon began to decrease the rather formidable lead of the majority of their opponents. Foreman, passing the limit man, afterwards led for the best half of the distance, but began to exhibit signs of distress after reaching his twelfth mile. The first to retire from the contest was the captain, A. Deacon, after having ridden 19 laps; and S. Matthews, with a score of 17 circuits, directly afterwards followed suit. The other competitors remained on the track for some considerable time, the next to give up being Greaves, after completing 34 laps in 43m; Langton following soon afterwards with a total of 33 circuits. At this stage H. Buckley had gone into third position, Foreman still leading; when three parts of the distance had been registered, H. Buckley held premier position, leading by nearly half a lap; Foreman second, Perberdy third (a quarter of a lap in the rear), next in order being W. Parr, Lander, Haywood and Chamberlain—A. Buckley, Riley, Lovett and Billson some considerable distance in the rear. The scratch man, after riding wonderfully well and plucky for forty laps, and finding it almost an impossibility to get anywhere near the leaders, retired from the contest. Riley, with 38 laps, and Lovett, 39, also cried "content" shortly afterwards. The race from this stage admits of but little description, as H. Buckley held the lead until the finish, being returned the winner by a lap and fifty yards, Peberdy beating Parr for second honors by twenty yards; the remaining five starters who completed the distance finishing at intervals. Just after Haywood passed the judge, one of the spectators foolishly ran across the path, and a collision ensued, the rider being thrown from his machine and badly hurt. The net time of the winner for the full distance was 1h. 13m. 25s. Mr. A. Searson officiated as judge, timekeeper and starter, the lap-taking being entrusted to several members of the club.—*Cyclist*.

Some of the long distance men of Boston, who have been doing twenty-mile spins on a track, ought to come on here and assist in making a record.

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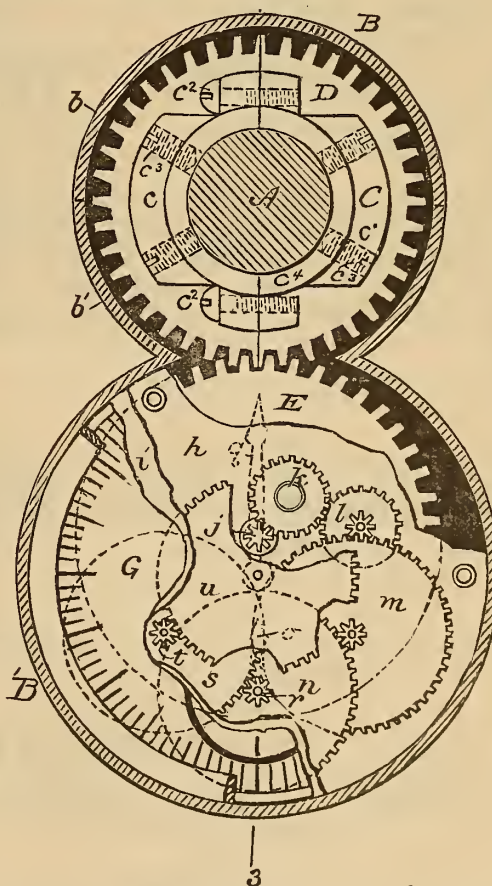
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