

THE WHEEL.

A Journal of Bicycling.

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SCHUYLER & DUANE,
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189 BROADWAY, NEW YORK.

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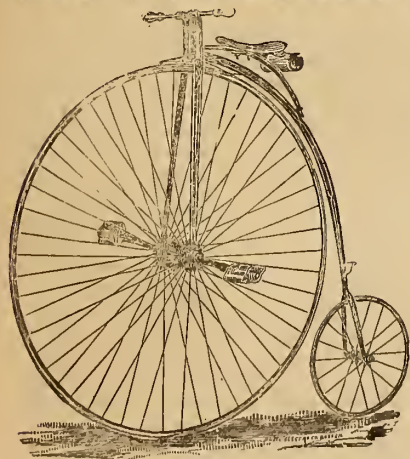
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1882.

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PICKINGS AND STEALINGS

The records received a severe cut Thursday.

They have some peculiar expressions at the Hub. We hear that Bean intends to "wipe the floor" with Manger this season.

Ex-Commander Munroe writes from Mandarin, Fla., under date of March 28th, that after nearly starving to death in Lake Okeechobee, where he was lost for over eight days, he met a band of Seminole Indians, with whom he camped for over a month. Mr. Munroe writes that he will return during the month of May, and expects to attend the Meet in Chicago.

The Manhattan Club has fixed upon Saturday for weekly club runs, starting from headquarters at 4. The Lenox have selected Wednesday.

The racing season has fairly opened, and we shall keep our columns open for any announcements. Secretaries of clubs will oblige by keeping us posted on important events.

John S. Prince recently stated that he was willing to cover any deposit Keen should make for a ten mile race at the Polo Grounds, at one thousand dollars a side.

A humorous event transpired at Woodlawn Cemetery last Sunday. Two bicyclers entered the Harlem Gate and found the riding around the graves, vaults and shafts so delightful that nightfall came upon them, and when they attempted to leave by Jerome Avenue Gate they found it locked. To climb a hawthorne hedge, and hoist the bicycles over after them, was their only resort, and while so doing were surprised by a mounted policeman. He had been watching them, and heard them talking about "lifting it over by the backbone," etc., and concluded they were body-snatchers. It took ten full minutes and three drinks to convince the officer that the bicycles were not skeletons, and these young men reached New York sadder and wiser. They will hereafter avoid the attractions of grav-ity. —*Courier*.

Commander Marsden has issued orders to Captains of League Clubs, to unattached members, to clubs not members of the L. A. W., and finally to the great unattached—division No. 4. We are sorry to see that so few of our western brethren have joined the League lately, and hope to soon see the applications pouring in. The time is short, gentlemen.

The Massachusetts Bicycle Club held their first race meeting on Saturday afternoon, at the Institute building. R. P. Ahl won the mile race in 2 min. 58 5-8 sec., again lowering the amateur record. A. D. Clafflin won the two mile race in 6 min. 21 3-4 sec., also beating the record. Both men are members of the Mass. Bi. Club. We have no other particulars up to date of going to press.

We want a few copies of No. 18, Vol. I., to complete files. Ten cents each will be paid for them.

TO LEAGUE MEMBERS.

We have a number of gold L. A. W. badges on hand, with garnet and sapphire centres. Price \$5 each. Apply at the office.

FAST DAY AT THE HUB.

BOSTON CLUB RUN—THE RACES—RECORDS LOWERED BY GIDEON AND AHL—THE EXHIBITION.

Thursday, April 6th, being a holiday set apart for fasting and prayer, the Boston Club, with commendable enterprise, seized the opportunity to hold their third race meeting at the Institute Fair Building on Huntington avenue, which has been previously described as the largest indoor track in the country, and where Vesey met his second defeat in this country at the hands of Mr. Frye, during the previous January tournament.

In the morning, about ten o'clock, eighteen members of the Boston Club, in response to a call for the first club run of the season, assembled at 53 Union Park, and rode out to Forest Hill Station, where a delegation of the Providence Club, under command of Capt. Cross, were waiting to be escorted to the city. Through the kindness of Mr. C. W. Foudrinier we were provided with a uniform, and mounted on a 50 in "Yale," loaned by Cunningham & Co., enjoyed the delightful run. The day was perfect, and with the exception of a slight head-wind on the return trip, could not have been any finer. We found Consul Dean ready and willing to give any information in his power, and have also to thank Mess. Hodges, Weston, Knapp and Handy Andy for their attentions. After a hurried lunch the members of the club and their visitors rode out to the track to witness the

AFTERNOON RACES.

The committee had advertised the meeting largely, but the crowd who clamored for admission taxed the capacities of the gate-keepers to their fullest extent. Over 5,000 people were in attendance, and thoroughly enjoyed the finest series of races ever projected in this country. With the exception of the peculiar manner of awarding prizes to winners of trial heats, and none to the second men in the final of the mile and five-mile handicap race, there was little cause for complaint. By this arrangement, the man who lowered the five-mile record has nothing to show while the winner of a trial heat in the very slow time of 3m. 38s. captured a prize. This, together with the fact that one of the competitors was on the "committee of handicappers" and almost received the limit of 300 yards over many other competitors less experienced than himself, is indeed unfortunate, and created considerable adverse comment.

The first event was the trial heats of the mile, for which eleven entries had been received. Geo. D. Gideon, Germantown Bi. Club, and R. P. Ahl, Mass. Bi. Club, were the contestants. J. C. Garrod was one of the unfortunate multitude who were struggling to obtain entrance and arrived too late to start in the first heat, but was permitted to enter the fourth heat. Gideon is a well known racer, never having sustained a defeat but once, the result of a collision, while Ahl is a novice in racing circles, but promises to be a very fast man. At the pistol fire the men shot away, Gideon taking the lead, which he held through four laps. When the bell rang for the last lap, Ahl spurted and crossed the line a winner in 3m. 53-48s. Gideon following in 3m. 8s. Both times being inside the record of Walter Clark, which has stood for over two years unaltered.

The second heat was between A. G. Powell, Germantown Bi. Club, and J. A. R. Underwood, Rox. Bi. Club, and was captured by the latter in 3m. 16s. Powell second in 3m. 16 7-8s.

The third heat brought out C. G. Wright, Germantown Bi. Club, and J. S. Dean, of the Boston Club. Neither man wanted the lead, and the first hundred yards was ridiculously slow. Wright took the lead, but lost it on the last last lap by slipping a pedal, and Dean won in 3m. 38s., with Wright second in 3m. 49 1-48s.

In the fourth and last trial heat N. Ethier, Union A. C.; J. L. Ayer, Boston Bi. C.; and J. C. Garrod, Eng. Bi. C., competed. Ethier was out of place and dropped out at the third lap. Ayer proved himself a flyer, and won handily in 3m. 14s. Garrod second in 3m. 15 3-8s.

Miss Ida Blackwell then attempted to make a mile in 4 minutes, but worked hard to cover the distance inside of five.

The third event was the five mile handicap, which was not only the most important but the finest race ever witnessed. The two scratch men and three others all riding far inside of

the amateur record. The men were arranged as follows: J. A. R. Underwood, Rox. Bi. Club (scratch); Geo. D. Gideon, Germantown Bi. Club (scratch); A. G. Powell, Germantown Bi. Club, 100 yards; A. D. Claflin, Mass. Bi. Club, 100 yards; B. F. Blackinton, Col. Bi. C., 120 yards; J. C. Garrood, Eng. Bi. C. 200 yards; J. S. Dean, B. Bi. Club, 280 yards; J. L. Ayer, B. Bi. C., 300 yards. Ahl had entered for this race and received 100 yards, but did not start, probably saving himself for the final heat of the mile. Had Dean been put at twenty-five yards, he would probably have had to work hard to win, but he surprised himself and his friends by maintaining his lead and finishing not far from the leader. The pistol was fired before all the men were fairly mounted, and Powell and Claflin were obliged to scramble on their machines. Ayer kept the lead until the second mile, when he retired on the third lap, and Dean having nearly a lap start caught his men, and held them.

The scratch men passed the last of their opponents on the third mile, and the riders all crossed the line in a bunch, as fast as they could be called. The first mile was run in 3m. 12s., by Underwood, who also covered the second mile in 6m. 22 1-8s., Gideon being close at his heels. Underwood at the third mile was still ahead in 9m. 41 3-4s., with Gideon only 1-4s. behind him. On the fourth mile Gideon spurred past Powell, Claflin and Underwood, and passed the stand in 13m. 2 1-4s., with Underwood 1-2s. behind. Blackinton finding the pace too hot dropped behind, and gave up on the second lap of the last mile. The pace throughout was very fast and quite even. In the last mile, Gideon made a game effort to make up the distance between himself and Dean, but the latter had too much start and it was an impossibility. Gideon crossed the line completing the five miles in 16m. 10 3-4s. Claflin made a spurt in the last mile and just succeeded in beating Underwood by a foot. His time was 16m. 12 3-8s. Underwood finished in 16m. 12 1-2s., and Powell crossed the line in 16m. 19 5-8s. Underwood therefore holds the record for two and three miles, while Gideon has the best time for four and five miles. The following is the times for the three first men:

Miles.	1	2	3	4	5
Dean (300 yds.)	2.38 1/2	5.43 7/8	9.03 7/8	12.25 3/4	15.39 1/2
Gideon (scratch)	3.12 1/2	6.22 1/2	9.42	*13.2 1/4	*16 10 3/4
Underwood (scratch)	3.12	*6.22 1/8	*9 41 3/4	13.2 3/4	16.12 1/2

* Denotes best amateur time in America.

As Dean did not run the entire distance his times consequently do not constitute a record. He proved himself a very fast man though, and better fitted to be on the scratch mark than at the enormous handicap, for a man of his speed, of 280 yards.

The next event was a ten mile professional race between John S. Prince, Tom Harrison and John Wilson, all of Boston. As Prince had expressed his intention of beating the ten mile record recently made by John Keen, an interesting event was anticipated. He lost seven seconds on the first mile by following the others, although he made a good effort, he failed to beat the record of 33m. 3s., or equal his own time of 33m. 5s. The other men were repeatedly lapped, and Wilson received a bad fall from a man crossing the track, breaking his handle bar, but not his head. He remounted and finished the distance. The following are the times:

MILES.	PRINCE.	HARRISON.	WILSON.
	M. S.	M. S.	M. S.
1	3.28 1/2	3.28 3/4	3.35 1/2
2	6.44	6.50 1/2	7.30
3	10.04	10.42 1/2	11.32
4	13.21 1/4	14.32 1/4	15.33 1/2
5	16.41 1/2	18.19	19.41 1/2
6	20.03	22.06	23.40
7	23.27	25.44	27.34
8	26.44	29.50	31.35
9	30.06	33.32	36.17
10	33.15	37.20	40.23 1/2

Four men, by virtue of winning the trial heat, and the second man in the fastest heat were qualified to run in the final heat of the miles dash, which was next called, but only Gideon and Ahl choose to run.

The latter had withdrawn from the five-mile race on purpose to make a desperate effort, while Gideon had not fairly recovered from the effects of the five mile race and was also chilled through. At the pistol time Gideon started off, while Ahl seemed to hold back purposely. He caught the former at the third lap, and on the fourth lap spurred past him, continuing to spurt to the end, finishing the mile 3m. 1 7-8s. As was expected, the record was lowered considerably, so we give the time for each lap.

Laps,	1	2	3	4	5
Gideon	.39 7/8	1.16 7/8	1.54	2.30 7/8	3.07
Ahl	.40	1.16 1/4	1.54 1/8	2.30 1/2	*3.01 7/8

* Denotes best amateur time on record in America.

The fifth event was a one-legged race, each machine to have a pedal removed, between Harrison, Wilson, Prince and a one-legged man by the name of Alger.

Prince kept in the rear until the last lap, when he spurred and won easily in 4m. 8 1-8s. Harrison second in 4m. 9 3-8s.

The officers were: Referee, Chas. E. Pratt; Judges, A. H. Woodman, B. Bi. C.; F. B. Carpenter, C. Bi. C.; and J. A. Cross, P. Bi. C. Handicappers, The Boston Bi. C. Committee of Management, consisting of E. C. Hodges, J. S. Dean, and Frank W. Weston. The Starter was Frank W. Weston, Boston Bi. C.; Clerk of the Course, E. C. Hodges, B. Bi. C., aided by C. L. Clarke. The time keeping was done by Fred. Jenkins, Editor of THE WHEEL, C. A. Walker, A. W. C., and A. L. Esterbrook, B. Bi. C. Members of the Boston Club acted as marshals, and Messrs. G. B. Woodward and E. Morton assisted as scorers.

The exhibition was then brought to a successful close by an exhibition of bicycles of the various makers and dealers.

CHAS. R. PERCIVAL.

The exhibition of Mr. Percival's was the largest and most complete in the building, he being the only one displaying a full line of sundries and parts, the latter being well arranged on a large board. Among the many machines made by Hillman, Herbert & Cooper were the "Boston," an excellent low-priced machine, a 48 in., costing \$90. It is provided with the firm's excellent double-ball bearings, direct spokes, and head and neck the same as the S. H. F. A fine nickle-plated D. H. F. Premier attracted considerable attention, and its well-known form deserves more than a passing glance. The wheels have crescent-section steel felloes; Para moulded rubber tires; spokes are direct in gun-metal hubs; patent double ball-bearings to front wheel, adjustable cones or balls to back; buffalo horn handles, front spoon brake, suspension saddle, oil can and tools. Finished all bright and burnished, at a cost of \$132.50 for a 50 in. wheel, it is a strong and very popular roadster, especially with Western riders. The principal specialty in this bicycle is the front fork, which is constructed of four lengths of cold-drawn steel tube, two on each side of the wheel, secured at the bottom ends in lugs, to which the bearings are fixed. The upper ends are connected by two bridges or plates, which form (with that part of the tube between them) the head of the machine. These bridges also carry the pivots upon which the backbone is hinged, and the top one carries the handle-bar.

The S. H. F. "Premier," with its improved patent Stanley head, was a favorite with many, and is an extremely rigid and reliable roadster, and a number prefer the single hollow fork to the double. The wheels have crescent steel felloes, Para moulded rubber tyres, butt-ended steel spokes, screwed direct into gun-metal hubs; dust-proof patent double ball-bearings to front wheel, adjustable cones or balls to back; best buffalo horn handles, front spoon brake and suspension saddle. Finish and extras same as D. H. F. The price for a 50 in. all bright, is \$122.50. The Hillman ball pedal, patent double action spring and adjustable and detachable step, also received attention.

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A SMALL BATCH OF DELUSIONS.

The season of buying and riding being now at hand, it may not be useless to make some observations upon sundry unreasonable demands, and sundry mistaken notions cherished about machines. Without endorsing what is implied in every one of them, the following quite clever statement of popular mistakes, &c., from the list of one of the large Coventry makers, will serve fairly for text :

1. That a large wheel, or a very light machine, goes fastest.
2. That bicycles go 12 to 15 miles an hour (8 to 11 is more correct; tricycles about two miles less).
3. That it is the *machine* that wins the race.
4. That certain makes weigh 35 lbs., because the maker and rider say so.
5. That another make weighs 50 lbs., because it is *supposed* to do so.
6. That it is possible to make a machine *any* desired weight, except on paper.
7. That material can weigh less than 16 ounces to the lb. in bicycles.
8. That all *polished* metal is steel.
9. That a machine costing little is cheap.
10. That an alteration is necessarily an improvement.
11. That dogmatism implies knowledge.
12. That the mechanical laws relating to power and speed do *not* apply to bicycles and tricycles.
13. That the hands and arms are not fully employed, and that *levers* would increase their power.
14. That a nickel-plated machine requires no attention whatever.

Great stress is here laid on the matter of weight, on which there is great delusion and some actual misrepresentation, the probability being that makers everywhere are quite in the way of understating weight, and *because* they know it is quite a fashionable notion with riders that lightness is most desirable. The contrary of this notion is the fact, however, for although weight is not *desirable* it may be mischievously objected to, and a few more pounds of metal, if distributed in just the right places, would be beneficial rather than otherwise. The practice of makers is not quite conclusive, in this as in other matters of detail. For one reason or another, they very seldom appear in the correspondence columns; they wish to sell, and it is not their part to help their competitors by unduly resisting customers' notions; hence we do not *know* whether they build as they

do because their judgment approves, or because riders follow a fashion set. As to weight, riders are very unreasonable, sometimes. They want a machine to be strong, stiff, rigid, and all that; the handle bar must not yield under pull, the forks must not bend at all (even when pulled against their shortest dimension) wheels must stay true, etc., and yet "my machine must not weigh over 40 lbs." It must stand falls like a soldier; if the cranks or spokes break, that would be condemnation; but if they bend, the machine is poor stuff, and another make must be tried, next time. But these are undeniable inconsistencies. There cannot be strength without metal, nor metal without weight. Metal must be either hard or soft; if hard, it has to break under a sudden strain; if soft, it has no choice but to bend, for *something* must yield under the severe and concentrated strains to which machines are subjected. How unreasonable is the rider who complains, for example, because a spoke stretches and bends when he hits it with his foot. If it were hard tempered and snapped like a china bowl, he would be no better suited. The truth is, when we fairly consider the delicate construction of the machine, and the fact that what it must endure is not a steady and uniform pull, distributed well, but a sudden blow of a good many pounds, delivered upon some one spot, the marvel is that any specimen survives to do its thousands of miles.

The "big wheel" delusion is a fellow of the craze for lightness, and the *machine* does not win the race, although makers will continue to publish a list of "events" won "on" (even they do not go so far as to say "by") their machines, so long as there is a notion that something is proved thereby. It is another delusion that the recommendation of the well-known and crack racing man is evidence of excellence in a particular make. It may be, or may not, and it is very apt to be not; for these crack riders are frequently beset with offered inducements varying from the "taffy" of compliment up to perhaps the more substantial, to allow themselves to be used for advertising purposes; and then (granting all sincerity) it does not prove that a man is a competent judge of machines because he has a record for speed. He may be; but, again, he may not be. Moreover, there is no such thing as the (or even a) "best" machine; every maker has got it and offers it, but still it does not exist. And when the racing "crack" recommends several best, what are we to think? What else than what we think when the frequent testimonial says that "after over 5,000 miles, and after myself and five others learning to ride upon it (four of whom now ride your machines) it having had falls without number, *not a spoke has ever had to be tightened*," etc., etc., *ad lib.*?

Alterations are not necessarily improvements. Hollow metal is not necessarily and invariably better and stronger than solid. The prodigious competition, heightened by Stanley and other "Shows," brings its evil as well as good, by stimulating the attempt after "novelties." Those are easily had, but the number of possible improvements is limited, and when makers can devise no more of the latter they feel bound to show some changes, if only to feed curiosity and prove that they have not gone to sleep. Nine out of ten of these alterations fall out of use in one season, and not a few never get much further than the sample machine. The really effective and permanent improvements are very old now, but so long as something new is insisted upon it can be furnished.

The vitality of ignorance respecting the limitations of power and speed in self-propulsion is excessive. The arms and hands have already all they can do, and no lever or combina-

tion of levers can give them any more effect. All the multiplying-gear (except within narrow limits) and the scores of devices for developing speed, are only variations of the pestilent big-wheel delusion. We shall put forth the strength of horses when we are built like horses. We shall move like the grayhound, when we have his anatomy and physiology. We shall fly with the birds, when our heads and legs are as small and our strength all runs into the pectoral muscles. A man does go faster, farther, and easier, by riding a wheel which he also carries, than he can do without it; but when he imagines that he has cleverly circumvented Nature's laws he makes a mistake; and when he flatters himself that by some little multiplying gear he can go on multiplying the rate of speed he makes another mistake, the fact being that the bicycle as ordinarily constructed, with all the advantages of anti-frictional bearings, puts leverage against him and gives him all the work he has strength for. But when we find a few makers actually advocating large wheels for tricycles, on the plea that they give momentum, we need not wonder that the laymen go astray from correct mechanical principles, for it ought to be known to everybody that the fly-wheel can supply no power and that no machine can have any momentum (except by gravity) beyond what has been put into it.

The bicycle and tricycle are essentially simple constructions. Their practical success and value grow out of, and depend upon, conformity to the laws of gravity, resistance, and mechanics generally. All devices for getting more out of these machines than is in them—for example, for driving them up very steep hills and through very heavy roads, pushing them up to railroad speed, making them go without any labor, giving them so much "power" (as in the wonderful Overmann tricycle yet to dazzle the world) that they will ascend a flight of stairs, making them go by the rider's "weight," and so on, are foredoomed failures. It is wise to study the limitations of the case, and not imagine that power is to be created by "levers," by intricate combinations, or by *any* method whatever. There is no possible way of producing power without the consumption of something—that is, by paying a mechanically equivalent something for it; we come the nearest to doing this when we utilize wind and running water, but don't quite do it then.

THE PARK CASE.

The information that the long delayed test case would come up for argument on March 24th, brought many expectant wheelmen of New York and vicinity to the Supreme Court, and there was a feeling of keen disappointment when Judge Lawrence granted a postponement of a week at the request of corporation counsel. The following Friday after the noon recess, the case of "Wright and two others against the Park Commissioners" was called. Messrs. Wetmore, Higgins, Thompson and Pratt were on hand to present the claims of the wheelmen, while Messrs. Dean and Berry appeared for the Board of Park Commissioners. Mr. Wetmore arose and in a well delivered speech, occupying about an hour's time, set forth the well known claims of wheelmen to ride on public highways as propelling vehicles, both of pleasure and usefulness. He then reviewed the testimony rapidly, stating that it went to show the general use of the bicycle, citing its almost universal use abroad, and referred to the fact that Queen Victoria had herself purchased a tricycle. Mr. Wetmore then attacked the testimony of the other side, pointing out the fact that it was necessary to advertise all throughout the land for persons who had been injured in accidents caused by a bicycle and that after patient search from Maine to Chicago, they had actually discovered a dozen obscure instances, where horses had been

scared by the bicycle. The remainder of the testimony was that of livery stable keepers who were naturally biased, and who were of the opinion that the opening of the Park would cause pecuniary damage to their business. One in particular was willing to make a wager of ten thousand dollars that not less than two hundred accidents would occur within a month after the Park was opened. In closing, Mr. Wetmore asked that the prisoners be discharged from custody, as the ordinance passed by the Commissioners under which they were arrested was illegal.

The opposing lawyer Mr. Dean on behalf of the Park Commissioners then took up the argument, and appealed to the Judge, requesting him to keep the deadly bicycle outside of the Park limits, stating that the roads of the Park were reserved for the pleasure vehicles, and that if machines were introduced it would be with deadly effect. He then went on to say that the Park was created for the multitude and if riding was permitted, accidents would occur and the multitude suffer.

Judge Lawrence interrupted him at this point, stating that in his opinion the majority of people enjoyed the park on foot, and that consequently he did not think it was a question concerning the multitude, but a very small portion of it. The lawyer then took the ground that the Court had no business to interfere with the Commissioners, that they were a body created by the Legislature for the government of parks, and rested with supreme power to make and preserve laws and ordinances, in a manner to serve the best interests of the public, and the class to be benefited by the admission to the Parks was small and insignificant. In closing he mentioned the ordinance the Commissioners passed in regard to the bringing of flowers, &c., into the Parks; that a person arrested made a similar test case in which the Court affirmed that the Park Commissioners had a legal right to pass such an ordinance, and that the Court of Appeals also sustained the decision. The argument then closed and the papers which had been printed, were submitted to the Court without further argument.

Judge Lawrence reserved his decision, which will probably be rendered within a few weeks. Should it come up before another issue of the paper, we will notify our subscribers by postal. In either case it will be taken to the Court of Appeals where it is hoped it will receive prompt attention. Should a decision be rendered in our favor, it is an open question as to whether we can ride pending an appeal or not.

SOME BOSTON BEANS.

Notwithstanding the blustering weather which we usually have to *enjoy* in March, a good many of the boys have begun to make their records for 1882. We have had a few magnificent riding days and the opportunity to test legs and roads was not lost by yours truly, the usual stiffness and slight soreness resulting from long forced idleness were, of course, felt, but the old feeling of exhilaration was also there, and I asked myself for the thousandth time, how it was possible for any man to give up the wheel who had once learned to ride? and yet we find such men; true, they are few and far between, and usually they are that kind of character which proves unstable and shallow in everything they undertake. For my part, I commence this, my third riding season, more firmly wedded to the sport than ever. It is a pleasant thing also to look round and see all our old stand-bys getting their running gear in order with as much vim and quiet enjoyment as ever. Last season the "Bostons" (and in fact the wheelmen at large), were deprived of the genial companionship of Bro. Pratt, but that was unavoidable, and none regretted it more than he. This season it is his intention to give us the light of his countenance and the company of his "Expert." By the way, the "Expert" is out and a very tart machine it is, as pretty a head and as stiff forks as you want to see; only one thing that presents itself to my eye which I can criticise, and that is, they have too small back-bone to suit my taste. Taking it all in all, however, I predict that the machine will prove a popular one and worthy of favor too.

Well, Chicago is the Mecca of all good league men May 30 next, and I miss my guess if the Westerners don't make a

royal success of it. The extreme East salutes the West and wishes her luck and a jolly good time.

The writer will not be there in body (more luck to it), but his fancy free will float thitherwards on that day, and he will pledge Chicago in a bumper of something wet.

"A word to the wise." The League has a good deal of important business to attend to the coming anniversary, and I do hope that something will be done to put our national organization on a satisfactory footing. The division of the States into sub-leagues, with its separate set of officers, there again to be divided into districts, which shall elect their own director, who in turn shall subdivide their districts into "chief consulates," whose duty it shall be to present names for consulship to the directors for approval and appointment, approximates the only system that will make the L. A. W. a permanent success.

Look at the system now as it stands; in the first place, the ridiculous mode of electing directors, and then when they are elected, just realize the physical impossibility of their being able to control their enormous territories sufficiently.

Division, sub-division, system and organization is the only salvation for us, and as this is a fact we may as well face the music.

I have carefully followed the bicycling press in its published controversy over the league question, and I must say, I am convinced that ex-secretary Parsons has hold of the wrong end of the argument, the solid facts which have been arrayed against him are a little too much of the knock-down kind.

Let us have a new deal; the active, hard-working officers and directors of the league are known and will no doubt be retained, but the luke warm and indifferent will undoubtedly make room for men who have bicycling and the welfare of the league thoroughly and earnestly at heart.

The races held under the auspices of the Boston Bicycle Club on the 6th inst., of which you were an interested spectator, will no doubt receive an exhaustive review at your hands, I shall therefore pass over those events very lightly. The performance of Ahl was a surprise even to his most ardent admirers, while Underwood disappointed his friends by not finishing in front of Gideon. The 280 yards handicap which Dean got was clearly a mistake, and no one was more astonished at the result than Dean himself, it was not a satisfactory victory to him. As near as could be figured, however, he covered the full 5 miles in less time than Gideon, but of course that is a matter of surmise almost entirely. As for Ayer, some of the boys will have to look out for him, as with proper handling and some more experience on the track, he promises to be a flyer.

In the exhibit of machines there was nothing specially new. Every manufacturer and importer being represented by first-class specimens of their familiar make. To the non-rider, however, the show proved very attractive. The Marine Bicycles shown by Hazlett, were centres of interest for all, and I hope at some early date to give my personal experience on one of them. Lamson had an attractive show-case of his new L. A. W. badges, he seemed to be doing a land office business in these and his patent baggage carrier. The safety detachable handle bar shown by a Philadelphia man, excited a good deal of curiosity among wheelmen, and though the gentleman in charge took a good many slow headers and came on his feet O. K., the old riders seemed to doubt its efficiency on the road; this, however, does not prove that it is *not* a good thing.

With Ahl and Claflin in their ranks the Massachusetts club will no doubt come to the front on the racing path very strong this year, and if the Boston's don't look out the 20 mile pennant will be taken from them the next race. Still, if Stall, Frye and Dean make up the Boston team, the Massachusetts men will have to travel to get the average down the lower.

HANDY ANDY.

General Order No. 1, for L. A. W. Meet.

To Captains of League Clubs:

The officers of the L. A. W. at the last meeting, held in New York, March 30th, voted to hold the next League Meet in Chicago, Ill., on Tuesday May 30th. It is only necessary that

each of us should put our shoulders to the wheel, and do all in our power to create an enthusiasm in our respective clubs and districts, to make the coming meet a grand success. You are earnestly requested to use your influence to induce as many members of your Club as possible to be present on that occasion. Please report to me at your earliest convenience the number of riders from your club who will probably be with us at the meet. Also inform me when you expect to arrive at Chicago, and at what hotel you prefer to stop. If your club is not to be represented, please advise me of the fact, and state reason why. Particulars as to special railroad and hotel rates will be given as soon as possible.

All reports should be in by May 20th, to assure the success of our undertaking.

Per order,

S. ARTHUR MARSDEN, Com. L. A. W.,
New Haven, Conn.

To unattached members of the L. A. W.:

You are cordially invited to join the parade and other pleasures of the League Meet, to be held in Chicago, on May 30th. Please report to me by mail as soon as convenient, and before May 20th, if you can arrange to be present. Per order,

S. ARTHUR MARSDEN, Com. L. A. W.

To Captains of Bicycle Clubs not members of L. A. W.:

The members of your club are hereby invited to be present and participate in the parade in connection with Meet of the L. A. W., to be held in Chicago, on 30th May. Please inform me as early as possible how many of the members of your club decide to be present at that time.

Yours very truly,

S. ARTHUR MARSDEN, Com. L. A. W.

To all unattached Wheelmen not members of the L. A. W.:

You are cordially invited and earnestly requested to at once send in your application for membership to the L. A. W. All names sent in by 10th May will be acted on, in time to secure election before the Meet. Wheelmen who are not members will at the Meet, however, be welcome in the line, but will be expected to wear a regular bicycle uniform, and must not appear in citizens dress.

Very respectfully yours,

S. ARTHUR MARSDEN,
Com. L. A. W.

CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox Bi. Club weekly runs.

SATURDAYS.—Manhattan Bi. Club weekly runs, 4 P. M. sharp.

APRIL 29.—Entries close for one-mile handicap. Fee 50 cents, to J. H. Davison 3 East 72d street. Games May 6, at 3 P. M., Manhattan Athletic Club grounds.

MAY 6.—Entries close for two-mile race. Fee 50 cents, to W. Wood, Box 3, 101, New York. Games May 13, at Mott Haven, 3:30 P. M.

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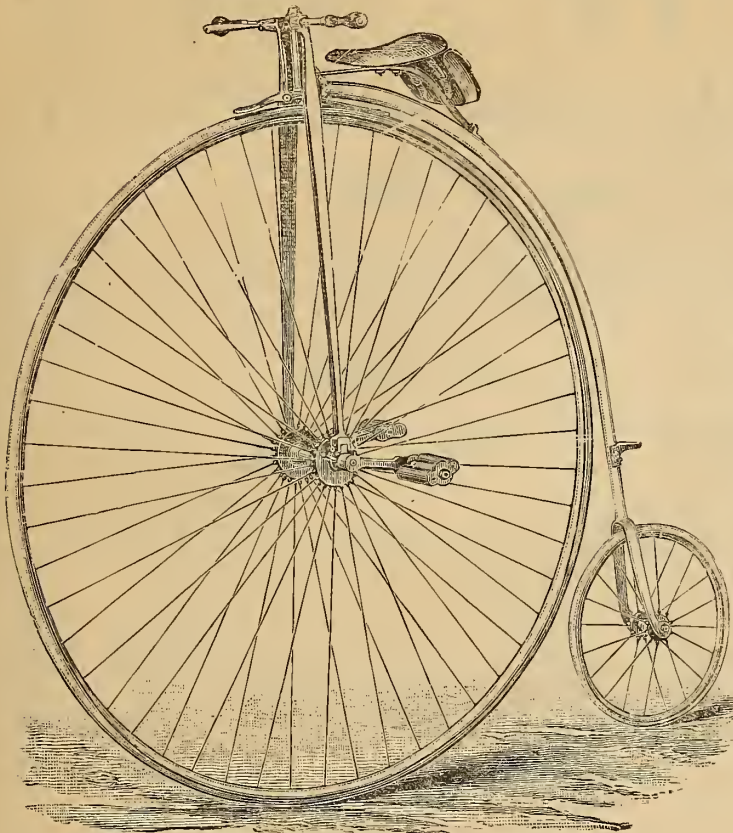
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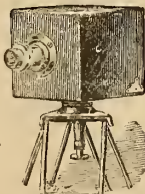
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