

THE WHEEL.

A Journal of Bicycling.

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MARCH 29, 1882.

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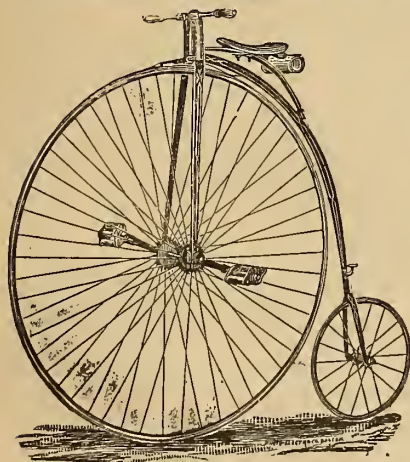
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THE STANDARD.

1882.

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ACCESSORIES.

The Pope Manufacturing Co.,

597 WASHINGTON STREET, BOSTON, MASS.

CONTENTS.

Advertisements	105-110
Correspondence.....	107
Directors' Meeting, L.A.W.....	108
Editorial—The Size of Wheels	108
Kentucky Roads, No. 2.....	107
L. A. W. Constitution, <i>concluded</i>	110
Our Club Run.....	106
Pickings and Stealings.....	106
Rates and Terms.....	106

PICKINGS AND STEALINGS

The Chicago men ought to be satisfied.

They should distinctly understand that when a decidedly Eastern Board of Directors vote to send the annual meet away from seven-eighths of the members of the League, they do it in expectation that the Western men will come forward and support the League as strongly as it is upheld in the East.

Application for membership should be sent in at once, and certainly not later than May 10th. There are only three hundred League members west of Pennsylvania, and it is not desired to have a motley crowd of unattached, however worthy they may be, outnumber the League members in the parade. Clubs who take any pride in being among the rank and file, and not decidedly in the rear, should join at once. Also those who are League members already should extend their influence in securing new members to the League.

The Corresponding Secretary's address is 54 Wall street, where all communications should be addressed.

There will be an Athletic Tournament under the auspices of Company "H," 22d Regiment, at the Manhattan Athletic Club grounds, Saturday, April 15. One of the events is a two mile handicap bicycle race for handsome prizes. Entries accompanied by a fee of 50 cents should be sent to George W. Willis, 319 Broadway. The games have been approved by the N. A. A. A.

Recording Secretary S. T. Clark, of Baltimore, sailed for Europe Saturday, March 25th, to be gone two months. Mr. Clark has received a license from the Pope Manufacturing Co. to import bicycles, and expects to bring home a large stock of the best English makes.

The membership of the American branch of the Bicycle Touring Club has been steadily increasing, and a meeting will soon be held in New York to establish consuls, and decide on some future course of action.

A number of wheelmen were at Court last Friday, in the expectation of hearing the argument in the Park case. The corporation counsel not being ready, Judge Lawrence postponed the hearing until Friday, March 31st, at one o'clock. It is hoped that many wheelmen will be present on that occasion.

The combination of photography with the bicycle may seem strange, but it is nevertheless practicable. The outfit furnished by W. H. Walker & Co., of Rochester, is in such a compact shape that it can be carried on a bicycle in making tours.

The *Courier* truthfully says that "The Club House scheme drags along, waiting a sufficient gauranty to open it. This seems a fine chance for New York clubs—why don't they seize it, and not wait till their goods are set out on the sidewalk in front of 791?"

We have a few of the new gold L. A. W. badges with garnet centres, for sale at our office, at \$5 each. They are very handsome, and make a neat scarf-pin.

The Expert is out at last, and can be seen at the riding school. As the proof of the pudding is the eating, we await with interest the result of a trial on the roads, in comparison with other first-class machines.

Messrs. Schulyer & Duane, who have long been identified with the importing business, have brought out a strong roadster, the "American Club," which was first shown at the recent Stanley exhibition. Their Cheylesmore tricycles which are now on exhibition are beautiful specimens of workmanship, and comfortable conveyances for the sisters (?) and cousins of wheelmen.

A word in confidence to our subscribers may not be out of place. Almost a year ago we made a special offer to League members for their subscriptions, which now expire with this number. As the number is very large, we ask you to renew your support. Have we not given during the year some point of information worth the amount of the yearly subscription price? Is it not possible, even more probable that we will during the coming year furnish information that will save you that amount? Apart from your general interest in bicycling, is it not a *good business investment* of a dollar? A bicycling publication involves a large amount of correspondence and thankless work, with necessarily considerable expense; and the more subscribers the better paper we can produce. Will you help us spread the wheel gospel?

Although the above is directed in confidence to our subscribers, we have no objection against our other readers taking it to heart, and still less objections to receiving their subscriptions.

OUR CLUB RUN.

The first club run of the season, called for Saturday, April 8th, 3 P. M. sharp, club headquarters. Promptly at 3.01 appears the first man—Bings (the ex-capt.) rushes into the dressing rooms, throwing things wildly about in his frantic haste to dress and catch the others—presumably "gone before." Evident is it that Bings has in his mind the first runs of the season '81, when, attended by his sub-captains and a visitor or two, he started sharp on the hour—the majority of the club punctually arriving ten to forty minutes late, and having a run unto themselves. This, however, was in the ante-club-house days, and corresponding lack of a place to keep machines and dress, each man's house being, as well as his castle, club-room and stable. Bings at 3.05 is standing on a chair waving his "Knicks" in a vain endeavor to insert a number 12 "oxford tie" through a No. 10 orifice in said "Knick," when calmly in walks the captain, Noslew, sedately chewing a tooth-pick; Esroc, the 1st lieutenant, quite intense; Gould, the bugler, and a half dozen "privates," all of whom seemingly have just "met a man." Noslew (for short "Nosey") remarks quietly, "Hello! early aint you?" and proceeds to dress. Bings meditates. Now the club really begins to assemble, dropping in by ones and twos. Wellop, the "half-mile record" man—best of road riders—broad, strong and good natured. Jidd, the long-distance, long-legged, lank and bent-backed racist, with his 58 in "gash" always on a grin. Sirrath, the 2d left—good, temperate and happy—comes in accompanied by the worthy treasurer, L.A.W., cool and caustic, and back of them a small host. Sharply in the room rings the captain's whistle, and a general scurry is made for the stairway, resulting in a mixture of green uniform and white shirt that is alarming.

Down stairs machines are run out and oiled, and with a punctuality that is remarkable, the club forms in line at the Park entrance at 3.50 (sharp!) Then from the Bugler, who is yet *fresh* (nothing unusual) a long, and really comparatively steady note, whereupon the club prepares to mount. Two short notes and with much skipping and hopping the G. Bi. C. is in the saddle. "Double" brays out from the front and two abreast, we rapidly wheel along the broad, smooth park drive past the "Lincoln Monument," around the river road, winding under the cliffs of Lemon Hill, past the "widest bridge in the world" and through the tunnel. Up at the top of the long hill a halt is called to wipe off perspiration and allow the stragglers to be "whipped in." Wellop of course thinks it a great bore to be obliged to get off for a "little *grade* like that" but submits with grace. Bings *used* to think that way, but since he has invested in a 56 in. doesn't. Treasurer Drannill is glad he was wise enough to sell his "xtra" and buy a British—thinks it "goes *up* hill much *easier*, don't y' know"—also *down* hill, as the scar on his nose may testify. Illustrates the fact of its easy running by industriously mopping a small lake from his face and neck. A very short halt is this, however, and we're up and off before the echo of "Boots and Saddles" has quiet died away. The sun is now directly in our faces as down we spin from under the tall chestnuts and up the grade to the "*Dairy*"—one of the smaller buildings of the old "Arnold's mansion, of revolutionary fame. No stopping though for "lactaeal pokes," and as the sun gets further down the soldiers-orphans-home-cap is universally voted

a "great scheme" as compared with the vile polos worn last year. Just at the top of Strawberry hill, with the long smooth descent before us, the quiet Schuykill stretching out between the hills like a broad sheet of silver, or the nickelled perch of a giant "bike," suddenly from the rear comes a noisy apparition; a jingling of old sleigh bells; a rattling of loose spokes, springs and tool bags, a locomotion like whistle (on fingers none too clean), a cross between a squeal and howl, salute our astonished ears. Turning we behold Cottonlipp, an ex-Germantowner, on his ancient Royal Challenge, spurring up the grade, past us on one wheel, then legs over handles and stand still under the nose and stern gaze of the captain. Of course the standstill is not a success and over topples "Lippy," to the dire confusion of the club generally, and hot wrath of "Nosey" particularly the latter giving vent to an explosive reference to the source of power of the Fairmount water works—(supposedly).

Being instructed to "fall in," Cottonlipp composedly falls, much to the detriment of Sirrah's peace of mind. Almost before "Lippy" has been suppressed comes from the rear another attraction—quickly moving hoofs sound distinctly on the hard road. An instant later, in defiance of the guards, a trotter rushes past with one of the city's ring potentates pushing on the reins, and Jidd speeds up for a race. The combined efforts of the captain and two lieutenants and the imposition of numerous fines (to be remitted at next meeting) are necessary to prevent his spending the night in a guard house. After squelching the embryo racer, the captain, by dint of much exhortation, keeps his rank and file in order until the "Falls" are reached, and the club partakes so vigorously of cat-fish and waffles that a rest of a hour or two is an absolute necessity. A few jokes—quickly resulting in the partial demolition of the jokes—much smoke, much bike talk, a short walk, some girls, some fancy riding by Lippy, and an hour is gone. Much wasting of oil, matches and energy and the lamps are lit. A ringing call from the "fresh" and the club is homeward bound. **

KENTUCKY ROADS.

Number 2.

From Frankfort we have a choice of two roads, supposing we are on way to the Cave; the one by the way of Lexington, the other by way of Lawrenceburg to Harrodsburg. Both are good routes, but the former is the better; yet, as we wish to see as much of the state as we can, it will pay to go on the latter road and return by the former. Leaving Frankfort, going South, we recross the bridge and turn to the left; as soon as we get beyond the limits of the town, or city, we strike the Kentucky river, which we follow for nearly two miles, then we enter upon one of the finest roads in the state; in fact from Frankfort, to Spout Spring (4½ miles) the road is said to equal any road in the world for scenery and for surface; after leaving the river the road winds in and out between two ranges of hills, from two hundred to three hundred feet high, the sides of which are almost precipitous; in fact it is only for a few hours in the day that you could not ride along there in the shade; the road itself is almost level, slightly up grade, until we get within two hundred yards of Spout Spring, then we had better omit "slightly," as it is most decidedly up grade until you reach the Spring, which, by the way, is very fine and never was known to dry up. A short distance from here we shall find another hill, and then we can coast for half a mile, after which the road continues with a gentle up grade until we reach the Ky. Mil. Inst., which of course we should stop to inspect, as it is one of the sights, besides being the home of your humble correspondent and prospective guide. Nothing stronger than water, but I can give you four different kinds of that, as the Institute is situated on the site of the old and famous Franklin Spring. After leaving here we shall have about one steep long hill to every two miles, but the surface itself is, as a general thing, very good. We ought to arrive at Harrodsburg, thirty-five miles from Frankfort, in time for dinner, after having passed through or by Farmdale Rough-and-Ready, lately changed to the less suggestive name of Alton; Lawrenceburg, quite a nice little business town, the centre of the distilling interest of Anderson County; by the way there are only *twenty-seven* distilleries in

that county, besides one we passed shortly after leaving Frankfort, Rippyville, Eldorado and McAfee are towns (?) that it would be impossible to go *through*, hence we go by them. Harrodsburg is quite an interesting place, having some three thousand inhabitants, and a flourishing school for young ladies; being acquainted with the Superintendent and his wife, I *might* do as a passport for the balance of the crowd; however, I'll not promise. From Harrodsburg we can turn to the right, and go to Perryville (10 miles), scene of one big fight during the late war; from there to Lebanon, about twenty miles, then to Campbellsville, fifteen miles, Greensburg, ten miles; here the pick ends, but if the weather is good as it usually is, the dirt roads will be good enough to finish the trip to the Cave, which is about thirty, or at least not over forty miles; this part of the road I am not acquainted with except by hearsay. If we wish we can take the cars at Lebanon, leaving our machines until we return, when we could wheel to Danville, fifteen miles; Lancaster, ten miles; Richmond, twenty miles; the first and the last mentioned both having points of interest to a stranger. I know the road from Danville to Lancaster is very fine; on the way we cross Dix river by an iron bridge; and the decent on either side is so steep that it requires back pedalling and the brake too, to prevent a runaway; but the scene will repay the trouble of that and the walk up the other side.

From Lancaster to Richmond the road is said to be very good, but I have never been over it; from Richmond to Lexington, however, I know the road, and the scenery at places, especially where the road crosses the Kentucky river, to be very fine. I forgot to mention it before, but from Danville on, the road is the same we should have if we took the route mentioned at the beginning. From Lexington we may go to Maysville direct, on the Ohio river, via the best road in the state, and from there our Northern friends can take steamer or cars to any convenient point in Ohio. The distance is about sixty miles. The other route leads to Frankfort, via Versailles, whole distance about twenty-eight miles, the road being considered very good, better in fact than from Frankfort to Harrodsburg. From Frankfort to Louisville over our first day's route, and we have completed a tour of over two hundred and seventy-five miles on Kentucky roads. I do not include the distance from Lebanon to the Cave and back, about seventy-five miles. I do not remember all the distances, but I am not far from right. We should meet brother wheelmen at Louisville, Frankfort, *Farmdale*, Harrodsburg, Danville, Lancaster, Lexington and Versailles.

If the trip, which is now fixed for the tenth of June, were made four or five days sooner, we could take in several College Commencements, Female Colleges, of course, excepting this one.
Capt. C. W. F.

MONTREAL, March 20, 1882.

DEAR EDITOR:

The Montreal Club has at length "gone through the fire" in the matter of uniform, and comes out resplendent. The members' uniform will in future consist of a an improved and stiffened fore-and-after cap, patrol-jacket and knee-breeches, trimmed with tubular black braid, blue stockings, and blue canvas shoes. The officers will wear the same, with the addition of frogging on the jackets, and a silver crown on each side of the collar; to the left one the whistle-chain will be attached and the whistle will be hung on a hook on the left breast. The old silver shield club badge, with beaver and monogram, is retained for the cap. The captain will have that, and the officer's badge and whistle, in gold instead of silver.

Considerable discussion and two meetings were required to elucidate the above. A strong attempt was made to throw out the old fore-and-after cap, which has been a distinguishing adjunct of the uniform since the formation of the club in 1878, but all lovers of antiquity will rejoice that the attempt was foiled.

We hope to have our opening meet on Good Friday, 7th April; the snow and ice are disappearing rapidly under the genial influence of old Sol.

Our riding school has commenced in the gymnasium hall of our club house (which we have just bought for \$13,000), and is well patronized; we have already turned out several new riders.

(Continued on page 109.)

THE WHEEL.

A Journal of Bicycling.

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FRED JENKINS - - - - - *Editor and Publisher*
JULIUS WILCOX *Associate Editor.*

187 Broadway, Room 12, New York.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, March 29, 1882.

THE SIZE OF WHEELS.

One of the difficulties with neophyte wheelmen is the selection of size, and the difficulty therein sometimes outlasts the novice. English manufacturers do not now, so generally as did a few years ago, print in their "lists" a table of sizes for each length of leg, nor did they all agree when they did print it; the majority, probably, proposed a 52 in. wheel for a 34 in. leg (and two inches more or less of wheel for each one more or less of leg), but some of them—for example, Singer & Co., and Bayliss, Thomas & Co.—proposed a 54 wheel for a 34 leg, at which the writer has always wondered whether their mode of measurement is the same as that used in this country. He, for example, although nothing above 52 is comfortable, can ride a 54 and has ridden down to 46 or 44; the limit of size, as with other riders, is what can be reached with the toe, in the direction of bigness, and, in the other, what will permit the crank to pass centre without jamming under the handles. But there is a medium size, for every rider, which is best, although many do not hit it on the first trial, and some, perhaps, never do.

The best "rule" for measuring, no doubt, is that which the rider wears in his trouser-leg, to wit, his personal leg. Applied correctly to the machine, the conclusion is, in the writer's opinion, that the best size is the smallest wheel which will allow the leg sufficient space under the handles; in other words, that *the best size is the smallest which can be ridden without cramping*. Now a few riders look at the matter from exactly the opposite direction, and hold that the most proper size is the largest which can be ridden without straining; the writer has no patent as an oracle which makes his opinion the finality, and every man must be his own judge and render his own judgment. There is, however, one thing which may be pointed out, that has a close bearing upon the use of measurement rules, especially now that makers "go in" so for low handles and a good deal of fashionable flummery in construction: 34 inches of leg-length may not practically be the same thing, in case of any two persons picked out at random. For as that length is divided between thigh-part and shin-part respectively, the thigh may have more or less room under handles.

"Big wheel," like its fellow which is not confined to wheelmen, "big head," is a disease which attacks almost every wheelman in his extreme youth as such. It is not a fatal disease, and is almost always speedily outlived; it is less troublesome

than many diseases, in the fact that it never makes a second attack after a cure is once explained; but it sometimes hangs on a long time, and, in some very obstinate cases, becomes chronic. It has been observed to stay with the wheelman who goes in for fancy size, hands in pockets, mounting by one's ear, and generally for the how-can-you-possibly-manage-to-do-it style which astonishes the natives in public, especially the "splendid" and "too perfectly lovely for anything" half of them. To the show-off rider, the bigger the wheel the greater the marvel and admiration, and, on the other hand, the smaller the wheel the less accomplished the rider. But this is a part of the big-wheel disease, that is all. Experience proves that the 56 incher does not walk straight away from the 52 incher, and he from the 50, and he from the 48, and the poor little 46 inch chap come toddling on, several turns in the road behind. Experience on bicycle and tricycle wheels has travelled quietly out of sight of a great many smart young theories that started out with flying colors. For example, it is theory that a tricycle may be comfortable, safe, and all that, but that it can't go, *of course*; but the trike *has* "gone," and so well that the "narrow-gauge" riders abroad have quite given up calling it "black beetle." [By the way, in remarking, in the last WHEEL, that the longest trike day's journey on record was done in September last, 154 miles in 22 hours, on very heavy road and over stone pavement across London for a part of the way, the important statement was omitted that the running time was only 17 h. 40 m., which makes a difference.] It is also theory that safety bicycles are safe, and all that, but that they, too, can't go; but there is one little fellow of that type which shows such time as from 10 1-4 to 14 1-4 miles per hour, for a *forty* inch wheel. Theory started out first, in wheel matters, but practical demonstration is overhauling him. And one thing which begins to be shown is, that the race is not always to the big wheel; ease and comfort, of course, do not go with that.

J. W.

DIRECTORS MEETING L.A.W.

The following officers and directors assembled at the Metropolitan Hotel on Monday, March 29th. Chas. E. Pratt, President; Kingman N. Putnam, Secretary; Dillwyn Wistar, Treasurer; Directors, S. A. Marsden, Fred. S. Pratt, E. C. Hodges, G. F. C. Smillie, W. F. Gullen. The meeting was called to order about 11 o'clock by the President. In the absence of the Recording Secretary, Mr. Fred. S. Pratt was chosen secretary *pro tempore*, who read the minutes of the last meeting of the directors, which took place October 6th, which were adopted. The chair then called for the Treasurer for his report, which was as follows: Total receipts, \$2,097.41; expenditures, \$1,688.62—balance on hand, \$408.79. The number of badges on hand are 49 coin silver, 33 plated and 8 directors. As these are the old style ham pattern, they are likely to remain in stock.

A letter from Commander Munroe was read, tendering his resignation in favor of S. A. Marsden as Commander of the League. On motion of Secretary Putnam his resignation was accepted. Mr. Marsden stated that he could not accept the position and preferred to leave it with the Board of Officers to appoint a Commander under the rules. Mr. Hodges moved that the commander be not chosen until the place of the meet be decided upon, and that a resident be elected as commander.

The Committee on Membership then reported that in the case of W. R. Pitman, that his dollar was returned and that he could appeal to the Board of Officers by bearing the expenses of a mail note. No answer was returned. In the case of Wm. J. Smith, who was proposed by Mr. Burill, no explanation being furnished by the latter his case was dropped. Mr.

KINGS COUNTY WHEELMEN'S RECEPTION.

A SUCCESSFUL DINNER—SOME OF THE SPEECHES—A BRILLIANT RECEPTION—WHO WAS THERE.

Closely following the failure at Standard Hall, comes pleasant memories of the highly successful entertainment given by the Kings County Wheelmen, on Friday, March 17th, and coupled with it, a feeling of admiration for the plucky club of fifteen members, who left entirely to their own resources planned and executed an affair on a larger scale than any bicycle club has ever attempted in this country. There have been a few larger dinners perhaps, but when a small club undertakes to dine fifty invited guests, and also give a reception to over three hundred people, one is apt to comment on the amount of enthusiastic work necessary to conduct the same with any degree of success.

About seven o'clock, over forty ladies and gentlemen had assembled at Week's, among whom were President Dimon, of the Board of Aldermen; Hon. George H. Fisher, ex-Judge A. H. Dailey, Supervisor Alfred Hodges, James C. Eadie, William C. Eadie, William C. Bryant, and the Rev. Almon Gunnison. The guests from New York were: Howard Conkling, President New York B. Club, Elliott Mason, and Fred. Jenkins, editor of THE WHEEL. Among the letters of regret was the following from the Mayor of Brooklyn:

112 WILLOW STREET, }
BROOKLYN, March 15, 1882. }

F. H. Douglass, Secretary, etc.

DEAR SIR: Please express my thanks to the Kings County Wheelmen for their courteous invitation to join them at their first annual dinner. It is the only part of their exercises as bicyclists, in which I could readily take part, and I regret that my engagements call me elsewhere.

Yours very truly,

SETH LOW.

Letters were also received from the Presidents of New York Clubs, and the following from the President of the League:

597 WASHINGTON STREET, }
BOSTON, March 15, 1882. }

Mr. F. H. Douglass, Secretary Kings Co. Wheelmen, 25 Bedford Avenue, Brooklyn, N. Y.:

MY DEAR SIR: I have delayed a little in replying to your kind invitation to be present at the first annual dinner of your club. It would give me great pleasure to accept, and to join your festivities; but the continued and critical illness of my wife will prevent my being away from home for some days at least. Please present my thanks for the considerateness and honor of the invitation, and my sincere wishes for the prosperity of the Kings County Wheelmen—"all and singular," as lawyers say. These organizations, their incidents and associates, grow dearer to us year after year. The clubs, which conserve our local enjoyments, and the League which broadens our sympathies and promotes some of our national interests, are each in their way essential to the best development of good wheelmanship, and equally entitled to our loyal regard. Hoping that at some future annual dinner, and even on some other occasion, I may see you and your comrades face to face, I am,

Fraternally yours,

CHARLES E. PRATT,
President L. A. W., B. B. C., &c.

A letter was received from ex-Alderman William H. Ray, in which that gentleman said he was very much gratified to receive such an invitation, the more especially as he had been classed among the opponents of the bicycle. He no longer stood in the ranks of anti-bicyclist and regretted his inability to be present.

After an excellently served dinner, the company were called to order by President George T. Brown, who treated the subject of bicycling in Brooklyn in a thorough manner; he then called on Alderman Dimon to respond to the toast of the City of Brooklyn. Alderman Dimon said, that his sympathy in the cause of wheelman, and what commanded his aid in the defence of their principles was not only the cause of common humanity, but a sense of justice. He said his first impressions of the bicycle was derived from a sermon by Dr. Talmage, who selected as his text two words from Ezekiel: "O, wheel!" Although the dominie had omitted any direct mention of the bicycle, he was sure the prophet had directly referred to it. There was no reason to doubt that the dress at present worn by the riders was an exact copy of the original cherubims. In

closing, he said he took a great interest in wheelmen, and wished them every prosperity and happiness.

Mr. Howard Conkling then responded on behalf of the New York wheelmen in an appropriate manner. Speeches then followed by ex-Judge A. H. Dailey in response to a toast in honor of the bar, followed by an address by the Hon. George H. Fisher, President of the Amphion Society. "The Press" then received a toast, which was taken care of by Mr. William C. Bryant, of the Brooklyn Times.

"The Clergy" was the last toast. It was responded to by the Rev. Almon Gunnison, who said he had understood there was to be another clergymen present who was to monopolize all the speaking. He had, therefore, come prepared to eat in honor of the club. He was always glad to do a little eating in honor of any society. (Laughter). Everybody who had spoken, he said, had appeared to take a dash at the clergy. It had rather surprised him to hear an Alderman quote scripture (laughter); but then he had heard that even a person—whose identity under the circumstances should be nameless—could quote Scripture to gain his private ends. (Laughter). Alderman Dimon had clearly traced the present privileges of the bicyclers to the influence of the clergy, since he had shown that his own inspiration had come from a sermon by Mr. Talmage. Mr. Gunnison said it afforded him great pleasure to be present. He believed in organizations that forwarded muscular development. He believed in muscular Christianity. If ministers were presented with bicycles—and he hoped some members of his congregation who were present would take the hint—there would be better theology in the pulpits to-day. It was unquestionably true that a great deal of the bad theology was traceable to frail limbs and undeveloped muscles.

The dinner was brought to a successful close by the presentation of a set of colors to the Club by Mr. Jenkins, on behalf of a lady friend of Prest. Brown. Carriages were in attendance to convey the guests to the Lyceum, where the Reception was held. Before the opening march, an exhibition of riding was given by Fred. Jenkins, of the Manhattan Club, followed by Will. R. Pitman, of the Lone Star Club, a strictly amateur organization, limited in membership. On the stage were a number of handsome machines, and a Cheylesmore tricycle. Prof. Mora's orchestra furnished the music, and dancing was kept up to a late hour. A number of New York men formed a jolly stage party, and we hear rumors that some of the number were loath to leave the scene of festivities.

The affair was excellently managed by the following Committee of Arrangements: Alex. Schwallbach, Chairman, F. H. Douglass, F. G. F. Barlow, Wm. H. Austin, Ed. F. Fisk, Geo. T. Brown, Wm. D. Bloodgood. The other members of the Club were distinguished as follows: Floor Manager—Frank H. Douglass; Floor Committee—F. G. F. Barlow, W. H. Austin, Geo. T. Brown, Chas. W. Green, Geo. H. Hooper; Reception Committee—Captain John Clark, Chairman; F. O. Laughlin, F. O. Pool, Ed. K. Austin, Chas. Schwallbach, Jos. McKee, Jos. E. Knapp.

The stage decorations were in the efficient hands of Mr. Chas. Schwallbach. The present officers of the Club are as follows: Geo. T. Brown, President; F. H. Douglass, Secretary; John Clark, Captain; Alex. Schwallbach, Sub-Captain.

WHEEL RACES.

The Seventh Regiment Armory was comfortably filled with an audience of over three thousand ladies and gentlemen, who had assembled to witness the annual athletic games of the Seventh Regiment. A track of nine laps to the mile had been chalked out on the board floor. The Seventh Regiment band under the direction of Prof. Cappa, furnished an interesting and varied programme. There were a number of 100 yard dashes, mile runs, three-legged races, potato races, sack races, concluding with a three mile bicycle race, run in heats. Out of fourteen entries only three put in appearance for the first heat. J. N. Steans, Jr., of Co. 1, A. W. Booth, Co. G, and A. Le Duc, Co. 1, started. Steans immediately took the lead, and was never headed. Booth retired on the first lap, owing to a loose pedal. Stearns soon lapped Le Duc, and as the first and second men were to ride in the final, the pair sauntered around in 13 m.

The second heat had four entries: C. P. Wurts, Co. 1, Frank E. Davidson, Co. B, G. A. Worth, Co. E, and F. C. Thomas, Co.

I, competed. Wurts took the lead, closely followed by Davidson, who made a fine spurt on the fifth lap, passing Wurts, and taking the lead, which he retained to the end, completing the distance in 11 m. 20 s. On the eleventh lap, Thomas, who had been riding a waiting race, passed Wurts, who in turn passed Thomas, but taking the pole too quickly, his step fouled the latter's wheel, breaking four or five spokes. Thomas entered a claim of foul, which was allowed, but as he could not obtain another wheel, he did not start in the final heat.

In the final, Stearns, Davidson and Le Duc competed. The race was plainly Stearns' from the start, as he took the lead, and at the end of the second mile had lapped Davidson, who in turn gained a lap on Le Duc. The time was as follows: first mile, 3.27; second mile, 6.54 4-5; and third mile, 10.18 1-2. Davidson, who finished second, made the distance in 10.45 3-4. Had the men all been started in one heat, the race would have been more interesting. A gigantic tug of war by thirty men representing the right and left wing, concluded the entertainment.

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Smillie asked for exact definition in regard to the rule relating to professional riders, which received a short discussion, resulting in the decision that men who taught in a riding-school for a salary or money consideration, were professionals, but that a salesman, or agent, or dealer, were amateurs. In the case of Mr. Atkins, Mass. Bi. C., who was connected with the Pope Manufacturing Company in the capacity as a riding school teacher, whose application for membership was refused by the Membership Committee, the Board decided after a lengthy discussion that Mr. Atkins was a professional. In view of the circumstances under which Mr. Atkins was compelled to violate the rule, by the direction and sanction of his employers, the Committee on Membership decided to reinstate him to full active membership in the League, but that the case should serve as a warning, and that in future the definition of the clause in regard to teaching be strictly enforced, and that such as act as instructors be considered professionals. Mr. Marsden, of the Committee on Rights and Privileges, had no report to make, as no cases have come before them for action. Mr. Hodges, on behalf of the Committee on Rules and Regulations reported in regard to the League badges, and recommended that Mr. Lamson give to the League the power to manufacture silver badges at an expense of \$2.00 each, to replace the old "ham and griddle" design. The report was accepted. Mr. L. H. Johnson, on behalf of the Racing Committee, submitted the following report:

The Racing Committee, League of American Wheelmen, beg leave to report that they have found it impossible to convene for purposes of business, but that considerable correspondence has passed between them; that several letters of inquiry from League members have been referred to the Committee by the Corresponding Secretary, and opinions and decisions given. It has been found impracticable to submit to this meeting a set of racing rules such as should be adopted by the League, and in order to further this project, your Committee would suggest that a permanent Racing Committee be appointed so situated as to render frequent meetings possible, and would suggest that a permanent Racing Committee be appointed so situated as to render frequent meetings possible, and would suggest Boston as the most suitable place, the great majority of racing occurring at or near that city.

The Committee considers that an early, amicable agreement between the National Association of Amateur Athletes of America and the League is of vital importance to the racing interests of the latter body, and would report that they have found the Governing Board of the Association perfectly willing to meet the League upon just and even terms, making some concessions on their part and expecting others in return. Your Committee would therefore suggest that the Permanent Committee be instructed to confer with the Association Board with a view to this arrangement.

Your Committee respectfully ask to be discharged, regretting their inability to do further work.

C. WHYTE, Maryland.
A. ELY, Jr., Ohio.
L. H. JOHNSON, New Jersey.

It was moved that a committee of three be appointed as a Racing Board, to prepare a code of rules to govern races. Each member of this committee must appoint an associate who need not be a Director of the League. Two members shall constitute a quorum of this committee, and they shall have power to adjudicate and decide upon any disputed point in regard to races. Carried. The following committee were then appointed by the chair: Mess. Johnson, Whyte and Hodges.

Committee on Consuls then reported that they had prepared a route slip, which was submitted, together with circulars of instruction to consuls, and samples of hotel certificates. The matter of rates on railroads was then discussed and Mr. Hodges reported the progress that had been made with the railroads around Boston.

The question as to the validity of the election of Llewellyn Winter, as director to England, was discussed and the vote giving him the power to act was rescinded. Mr. Hodges then moved that a British directorate be established, which was carried. Mess. Steumey and Shipton were then appointed as directors for Great Britain.

The question of the place of the League meet was then

brought forward, and a number of letters were read from absent directors, the majority of them favoring Chicago as the place for the League meet on May 30th. Mr. Wistar moved that the meet be held in Chicago, which was seconded by Mr. Smillie.

In the debate Mr. Hodges said he would feel obliged to vote against Chicago as being too remote from the majority of league members. Mr. Putnam spoke in favor of Chicago, urging that it was necessary to make some concession to western wheelmen in order to retain the membership in the west. Mr. Hodges then read a very enthusiastic letter from Frank E. Drullard, of Buffalo, favoring that city. The chair then addressed the meeting stating that he favored Philadelphia, but as that city did not care to have the meet, or had not even extended an invitation, he favored Chicago, but as the League membership were very small in that section, the meet would probably not consist of over 400 members proper, although a greater number of non-league wheelmen would be drawn into the organization. After considerable discussion a vote was taken and Chicago unanimously chosen as the place for the meet, and a telegram was immediately sent by secretary Putnam to that effect.

A communication from Secretary Clark, in regard to an exhibition of bicycles and tricycles at the League meet, was read, but no action was taken on account that the present weak state of the League treasury would prevent the successful conduct of an affair of that nature.

The question of selecting a commander for the League meet was then brought up and after some debate Mr. S. A. Marsden, of New Haven, was chosen to act according to the constitution.

The State of Iowa being without any representation in the board of directors, Mess. E. R. Craig and H. M. Treadway, of Dubuque, Iowa, were elected. Mr. Alfred Trego, of Baltimore, was elected as director for Maryland, in place of J. L. Tomlinson removed.

Mr. A. Ely, of Ohio, tendered his resignation as director, and Fred. T. Scholes, of Cleveland, was elected in his place. The resignation of R. A. Fairfield, of Biddeford, Maine, was also tendered and accepted.

The new constitution, proposed by Mr. Smillie as published in the *THE WHEEL*, was then brought up for discussion. Mr. Putnam moved that the matter be referred to a committee of five, including the chairman, to be appointed by the chair, to report on it at the next general meeting, and that suggestions be asked from League members in regard to any improvements to be made. The motion was carried. Mess. Hodges, Smillie, Putnam, Fred. S. Pratt and Chas. E. Pratt were appointed as a committee to look into the matter.

Treasurer Wistar called the attention of Mr. Smillie to some errors in his recent letter to *THE WHEEL*, and particularly stated that the item of \$250, credited to the handbook, was a mistake, that the cost was \$191, and about \$40 worth had actually been sold, leaving a loss of only \$150. He also called his attention to the \$700 claimed to have been expended. Mr. Smillie explained that he had confused the appropriation of the \$500, made for the secretary's and treasurer's expenses with the loss of the race meeting, which brought the sum up to \$700. He apologized for his mistake, and the matter was satisfactorily settled. There being no further business before the League, an adjournment was made at 7 P. M.

The directors, together with Wm. E. Gilman, editor of the *Bicycling World*, and Fred. Jenkins, editor of *THE WHEEL*, accepted the invitation of commander elect, Marsden, to dine at the Metropolitan. Thus closed a long and successful session, which developed many points of advantage to League members, and the officers and directors, who worked from 10 A. M. to 7 P. M. continuously, with the exception of an hour for lunch, deserve credit for their patience and earnest attention.

CORRESPONDENCE.—Continued from page 107.

We have 36 ready for the road when "navigation opens," and expect large accessions to our membership as the season advances. There is some talk of holding a Spring race-meeting about the end of May or beginning of June; if it comes to anything I will tell.

V.

L. A. W. CONSTITUTION.—*Concluded.*

Sec. VI. The Editor shall exercise a general oversight in the publication of the League organ, having the direction of the Acting Editor. He shall transmit all matter ordered to be printed by the Committee or the Secretary; cause to be published descriptions of routes and all matter for the furtherance of touring or other League interests which may be ordered by the Committee. He shall render a report annually to the League.

Sec. VII. The Commander of each state shall perform the duties of President of its Board of Directors and shall be its chief executive officer. Upon application by three Directors or twenty members, he shall call a special meeting of the Directing Board. He shall report annually to the Executive Committee.

Sec. VIII. The Board of Directors of each state shall organize themselves under such rules and regulations as will best attain the objects of the League; electing from their own number to fill the following offices: Vice-Commander, Marshal, Corresponding Secretary, Recording Secretary, Treasurer, and such Committees as may be found necessary, including one on Membership; one on Rights and Privileges; on Finance, &c.—each of which shall consist of three persons. They shall divide their territories into League districts of such geographical extent as local interests may demand; make provision for the election of the various officers in its body and the League at large; shall have power to pass any laws and enforce them unless declared unconstitutional by the Executive Committee, or overruled by three nearest Commanders on appeal being made in an actual case; to prescribe their own times and places of meeting, but subject to a call by the Commander under the provisions of this Constitution; to decide all matters brought before them by members or bodies within their jurisdiction; to render pecuniary aid upon favorable report being given by the Committee on Rights and privileges, regarding any appeal made by members under their privileges for securing legal rights, and should the Board Treasury through weakness of membership be inadequate to meet the demand, they shall upon satisfactory showing of this fact and the merit of the application to the Executive Committee, be entitled to receive the necessary funds from the League Treasury; to grant to fairs and such other bodies as they may deem expedient, the privilege or giving bicycle or tricycle races, thereby legitimizing them. They shall transmit in brief a record of all measures passed or changes made, or important events, to the Secretary of the Executive Committee, and shall render reports in full to him at stated intervals. Appeal from decisions of this Board shall be to the Executive Committee.

Sec. IV. The Vice Commander shall perform duties usually devolving upon second officer in command.

Sec. X. The Marshal of the State shall be the executive officer in relation to races and tours; shall gather reports of the former, and detailed description of routes, &c., and transmit them to the League Marshal.

Sec. XI., The Corresponding Secretary, XII., Recording Secretary, XIII., Treasurer, &c., shall perform duties usually devolving upon such officers, and which shall be defined by each State Board for its own officers.

Sec. XIV. The Director as at present defined in Rule 7, modified to suit contracted sphere of action, and doubling number of consuls.

Sec. XV. The Consuls, Rule 8, under present Constitution.

Article VI.—Elections. Sec. 1. The Executive Committee shall be elected by the members of the League at large, irrespective of their places of residence, in a manner hereinafter provided for. No person shall hold more than one office in this committee.

Sec. 2. The Commander for each State shall be elected by the general membership of the League within such State.

Sec. 3. The Directors shall be elected by the general suffrage of all League members resident within the limits of the district to be represented.

Sec. IV. Consuls shall be appointed by the local Director, shall be responsible to him and subject to removal by him for cause or inefficiency.

Sec. 5. (a) Elections shall occur annually, and officers shall hold office until their successors are chosen.

(b) All elections shall be by ballot, and a majority of votes cast shall elect.

(c) League officers in the Executive Committee may be voted for by the mail system, in the manner determined under the By-Laws; (d) all officers not created by appointment can be voted for only in person.

Article VII.—Privileges of Members. Rules 28, 29, 31, 32, L. A. W. He shall receive the League organ free of charge.

Article VIII. This Constitution shall be amended only by a two-

third vote of all the state commanders, each casting one vote for his state, and voting as decided by the League members of that state by ballot, upon previous submission of the amendment to the members through the League organ.

BY-LAWS.

1.—Organ. The League shall publish or cause to be published an organ, which shall be the means of communication between the various branches; shall contain records in brief of all important matters occurring within the League, records of races, and descriptive routes for tours; any and all laws enacted by the Executive Committee or Board of Directors, proposed amendments to Constitution, and such other matters as the Executive Committee or the Editor shall direct.

2. Initiation Fee and Dues. An initiation fee of one dollar shall be forwarded, together with the application for membership, to the Corresponding Secretary of state, by the Director in whose district application has been made. In event of his rejection this money will be returned to him, together with the notice of his rejection.

3. The dues shall be the sum of \$2 per annum, payable within 90 days after his election, or the beginning of the League year.

3. Elections. To be decided.

4. Order of Business at League meeting.

5. Expenses—How defrayed. The various officers shall be entitled to receive compensation for postage and stationery, used in performance of their duties to the League. Meetings, races and parades, whether under League auspices in general or state boards, shall be paid for from their respective treasuries. The Executive Committee shall be entitled to receive mileage from its treasury. The League organ shall be supported from the Executive Committee's funds. In all cases the items shall be submitted to the Committee on Finance of the body to whom responsible, who shall report upon it, and in accordance with their order, if endorsed by the chief Executive Officer, the Treasurer shall act.

These By-Laws are necessarily incomplete enough, only being given to show the general plan.

Will you kindly give your earliest attention to the matter, making suggestions and criticisms as may seem advisable, and submitting the same to me.

I am, respectfully,

G. F. C. SMILLIE,
Plainfield, N. J.

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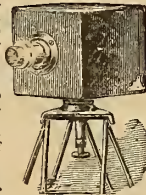
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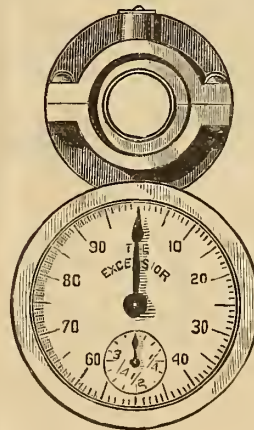
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