

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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OFFICE OF PUBLICATION, 22 NEW CHURCH STREET.

Editorial Jottings.

Beautiful (?) snow at last.

Thanksgiving runs look rather dismal.

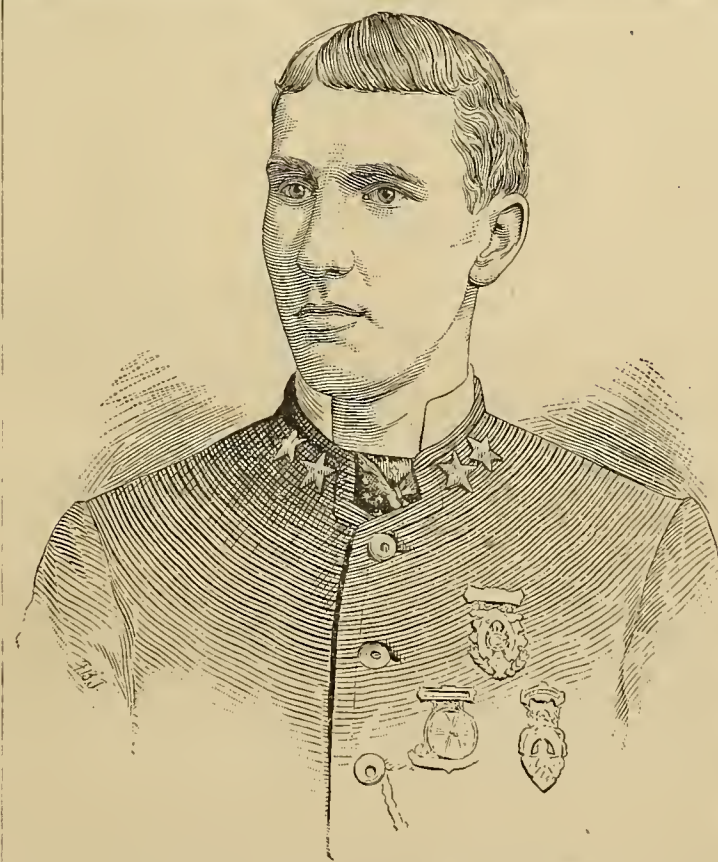
We have not heard the Washington weather report, but intend to try it.

The Citizens' Club have taken rooms at 2 East Sixtieth street, on the ground floor. They will be handsomely fitted up, and made attractive for the long winter evenings in store. A quartette has been organized that promises to furnish amusement for the participants and pleasure for the others.

Music has charms, &c., and although a bicyclist is usually welcome, if he has musical ability he is doubly welcomed.

There are always arguments in favor of large and small clubs, but for our part we believe in a large and powerful organization. Without members, club meetings are not attended in full, and runs, meets, &c., are neglected. At the same time we believe in having only active wheelmen in the ranks, and the day is past when a live club has to depend upon theorizers as members.

The Brooklyn Bicycle Club have a run Thanksgiving day, under command of Captain W. F. Gullen. The start will be made at 9.30 A. M. from corner of Clinton and Montague streets.



Prominent Wheelmen, II.

THE AMATEUR CHAMPION OF AMERICA.

GEO. D. GIDEON, Germantown Bicycle Club, L. A. W., B. T. C. & C.

We present to our readers a portrait of one of the most successful racing men in America. Mr. Geo. D. Gideon, of the Germantown Club, is not only a popular man but a fast one, and has only sustained defeat once on an out-door track. The other times were in Boston, when his successful competitor, Mr. J. S. Dean, who received 280 yards start in a five mile race, was on the handicapping committee, and he was also defeated by that little wonder Ahl, in a mile race that same evening. Mr. Gideon is retired at present, and can look back with satisfaction on a series of brilliant victories, including the championship at two and five miles, the medals of which were received lately.

Mr. Gideon is six feet in height, is twenty-three years old, and weighs 165 pounds. His favorite mount was "Patience," a 58 in. Light Harvard Roadster, upon which his fastest times have been made. He has in response to a letter of inquiry regarding his racing career, submitted the following, which we publish, preferring to let him tell his own tale :

GERMANTOWN, PHILA., NOV. 20.

Dear Wheel:—Replying to your query I beg to say that the first race in which I participated was about four months after the purchase of my first 'cycle—a second-hand 54 inch Special Challenge, weighing 50 pounds. About two weeks previous to the race we broke the backbone in mounting an 8 inch curb, and as it was not repaired until the day before the race, our "training" did not amount to much. The race was given at the Delaware State Fair, Dover, October 1st, 1880, on a half-mile track which was sandy and full of holes. Some running races with horses before the race and a stiff wind prevailing all day, did not improve the time. Therace was one mile, best two-in-three heats, flying start, governed by horsey rules, being in the palmy days ante N. A. A. A. intervention. Seven riders came up in a beautiful line for the word to go. Away they dashed and we calmly took the pole—in the rear—with the settled conviction that if they were going to ride that mile, at that pace, on that track, we did not care to go more than one-half mile, at that time. However, the man nearest to us soon became a little out of breath, another one got winded at the half mile, we were just behind the leaders, and finally came down the home stretch neck and neck with the fastest, passing under the wire first by half the length of our long head. Time, 3:39. Second heat a repetition of the first in 3:41½. And there we were elated some. Pronder of that race and that medal than anything we've done since, we rested on our laurels and went into winter-quarters.

(Continued on Page 5.)

AROUND THE BICYCLING WORLD IN EIGHTY MINUTES.

Bias in journalism was never more strongly shown, nor more transparent in its exhibition, than in the recent course of our esteemed but peculiar contemporary, *The Bicycling World*—with the possible exception of some political sheets of little character or influence. As the valued editor of that esteemed and peculiar paper has made recent attempts to disparage us, especially in "An Open Letter," and in a previous editorial, we are led to give that peculiar and esteemed paper a brief review, covering the time of its present editorial control. We have no hostility either to the esteemed editor or his staff, or the valued paper, or the esteemed and valued publisher of it. As we wish to do no injustice we shall mostly speak in quotations from their combined and esteemed wisdom. We do it to show the bias which appears to have extended to its treatment of us, and not to get into or encourage any controversy. We shall then drop the subject and leave our readers to judge whether we are correct in our statements of fact, and fair and impartial in our course, and so entitled to respect.

The respected and valued editor referred in his "Open Letter" to "a bitter feeling of hostility between the Pope Manufacturing Company and the publishers of the *Bicycling World*" which "has existed since last spring." We should naturally suggest that if such a "feeling" does exist it ought not to dominate a paper for which the estimable editor claims so much "reputation as a fair and impartial record and exponent of bicycling and its interests," such "integrity as the organ of the League," and so much "devotion to the cause of bicycling." But this devoted editor deems that "when his paper is touched the editor is touched;" when the publisher has a "bitter feeling" the paper feels it, and so the "fair" editor does; when an advertisement is withheld the "impartial record and exponent" is likewise "touched," and so again the "jealous" and esteemed "editor is touched." This is the way he "is touched," as to American manufacture and American patents: (and our readers will bear in mind that the "impartial exponent" came under the present editorial care with the issue of the esteemed *Bicycling World* for July 8th, 1881, and that in the issue of that "fair record" for May 12th, 1882, the usual half-page advertisement of a leading bicycling concern did not appear);

(BEFORE WITHDRAWAL OF ADVERTISEMENT.)

"By consulting the Pope Manufacturing Company's special announcement on the last page, our readers may perceive that there is now an excellent chance to get a good bicycle at a greatly reduced price."—21 Oct., 1881.

"Col. Pope was one of the first to use the bicycle in Massachusetts, and is identified with the very earliest movement for its introduction here, and probably no man has practically done more to popularize the institution."—15 July, 1881.

"And advanced thousands of dollars, and became responsible for many thousands more, to establish the industry here, and to create public sentiment in favor of the bicycle and a market for it, at a time when there was no other capitalist ready to do anything."—22 July, 1881.

"We herewith reprint (editorially) from advance sheets of the forthcoming new catalogue of the Pope Manufacturing Company, which will be published early next month, and will be the most complete, as well as handsome, manufacturer's catalogue ever issued by any bicycle firm, either at home or abroad! 'some appear to have thought it a small matter, or even not trespassing, to import a bicycle or two for one's self or his friend, without license from us, so long as they did not go into the business for profit by sale to others.' * * Neither the law or honorable dealing allows any such distinction. * *

"The business advantage of purchasing and bringing them together we have shared with others in the business; and with all

(AFTER WITHDRAWAL OF ADVERTISEMENT.)

"It is monopoly that causes it. The best made and finished bicycle manufactured in this country would yield the manufacturer a handsome profit if sold at \$75, and the ordinary \$100 machine costs the purchaser just about \$50 too much."—19 May, 1882.

"It is well understood by all experienced wheelmen that the best bicycles used in this country are of foreign manufacture; and no matter what make of machine the new rider uses at first, he eventually settles down to the conviction that he cannot be well mounted until he gets an imported wheel. * * Now, we believe that many bicycle patent claims are just as baseless, and properly disputed would not stand in law; and we intend to investigate and endeavor to show our readers just 'how it stands.' * * By the deliberate act of that advertiser we are happily relieved from any delicacy in the matter. * * Home monopoly can charge a first-class price for a second-class article."—26 May, 1882.

"The manufacturer is rapidly enriching himself at the expense of general bicycling interests. * * The Bicycle Manufacturer of America is not satisfied with his little \$10 bill and his Dutchman's one per cent. on every machine used here. * * This looks like an attempt to add to the load of an already overloaded camel. * * It shows that he intends to leave no stone unturned which shall enable him to decide who and how many shall purchase bicycles in this country and what machine they shall use. * * American bicycles are yet in the experimental stage of construction; while the English manufacturers are producing almost perfected results. Novices will be satisfied with the former, and not appreciating the difference, will continue to pay first-class prices for second-class wheels; but the great bulk of riders have now passed the novitiate stage of bicycling, and demand the best machines at fair price—a demand the American manufacturers cannot at present meet at any price."—11 Aug., 1882.

wheelmen, by reducing the aggregate of royalties to less than half of what was demanded by the previous owners. * * Not alone for our own interests however (considering which we might be lenient) but for the interests of our licensees, with some thirty of whom we are under agreements, and of our hundreds of agents, who, in both classes, are devoting capital and enterprise to the business, we are compelled to enforce our patent rights, and to prosecute and restrain all infringers. This is in protection of *their* rights and interests. This policy is no discrimination against purchasers and users of bicycles or other velocipedes. We have closed no source of foreign supply; we have reduced the aggregate amount of royalties taxed upon each machine far below what they were in separate hands; we have encouraged and enabled others to embark and continue in the business; we have established agencies in the principal cities and towns; we have removed from users the annoyance of repeated demands for royalties by separate owners of patents; we have created a home manufacture and supply of good machines, quick to be had and warranted; have made it possible for repair-shops and riding-schools to be maintained; and have now brought to the American market a better machine, and at a less price, than has existed heretofore."—Editorially noted, 27 Jan'y, 1882.

"The Pope Manufacturing Company scores one against the D. H. F. Premier." 17 Feb'y, 1882.

"The Pope Manufacturing Company gave the best part of its surplus energies last season to the development and production of an improved bicycle for this season, and it has without doubt accomplished its work well."—24 March, 1882.

"The Expert is out, and in appearance, at least, justifies all its manufacturers have said about it."—24 March, 1882.

"Col. Pope, the enterprising head of the Pope Manufacturing Company * * * believed that whatever tended to the general interests of bicycling throughout the country inured to the interest of American manufacture as well; and in view of the foregoing considerations, he expressed a willingness, and even desire, to license responsible parties in all large communities, who are willing to open or establish agencies for the importation of any first-class foreign or American machines. This certainly evinces a liberality of enterprise which should meet with a favorable response. * * Let some of our enterprising young men here act upon the hint, and consult Col. Pope about a license."—10 March, 1882.

"It is the intention of the Pope Manufacturing Company to publish the prize article and sketches, * * the object being, of course, to enhance and spread the knowledge of and interest in bicycling in this country."—5 Aug., 1881.

"There has existed since last spring * * * a bitter feeling of hostility between the Pope Manufacturing Company and the publishers of the *Bicycling World*."—"Open Letter," November 3, 1882.

Ah! we might have suspected something of the sort; but here we have an esteemed editorial statement of it. If this peculiarity of our "fair and impartial" contemporary were limited to its treatment of the P.M.C. we should give its course less attention. But in this matter the "jealous" and valued editor pursues a plan somewhat like that of the Down East doctor who said, in a puzzling case in his practice, "Well, I don't exactly know *what ails* the patient, but I can throw him into fits; and I'm

"The prospects are that the Pope Manufacturing Company has only three months more in which it will be able to enforce its monopoly."—7 July, 1882.

"Notwithstanding the recently stated result of the Pope-Harrington suit in New York, we still believe the Pope Manufacturing Company have no valid claim of their monopoly of manufacture under the 'Lallement' patent, and that nothing but 'money and bluff' enables them to maintain it. * * The time is now ripe for capitalists to engage in bicycle manufacture here with profit, and without paying a cent of royalty."—3 Nov., 1882.

"On Monday the 26th inst., before Judge Wallace, a hearing was had on the case of the Pope Manufacturing Co. vs. McKee & Harrington, the result being a decision against the latter, on all the motions, the principal one being by defendants for a removal of the injunction. Of course this leaves bicyclers still at the mercy of the monopoly."—30 June, 1882.

"We have frequently referred to the continuation of unjust monopoly and exorbitant tariff which enables one concern to control bicycling in this country, and by which the manufacturer is rapidly enriching himself at the expense of general bicycling interests."—11 Aug., 1882.

"Copies of the 'decree' are being extensively circulated among wheelmen throughout the country, and evidently with intent to deceive."—17 Nov., 1882.

"The American step-parents of bicyclers. This question is very like catholicism the less the people know the greater the Pope. * * Don't you be bull-dozed."—Editorially approved, 17 Nov., 1882.

"I find no one who objects to the 'monopoly' the Pope Manufacturing Company has in paying the bills in the Central Park case. Although of course this company undertook to defend the arrested bicyclers from motives of trade policy."—29 Sept., 1882.

death on fits." When anything in the League of American Wheelmen, or the Massachusetts Bicycle Club, or THE WHEEL, or almost anywhere else, does not seem right or clear to our devotional contemporary, it immediately throws it into "the monopoly," and it is death on "the monopoly."

The first to be thrown in was President Parsons and the Massachusetts Bicycle Club. Before the "bitter feeling" Mr. Parsons was mentioned in a manner similar to this:—"President Parsons, the genial "Leader" of the Massachusetts Bicycle Club, and ex-corresponding secretary of the L. A. W., has sent us an able and interesting paper."—December 2, 1881.

The Massachusetts Club was not so often referred to as some other clubs were, but, always respectfully and even generously. After the "bitter feeling" this is the way it has been:—"First, it is well known in this vicinity that during the past year there has existed a constantly increasing undercurrent of jealousy and some ill feeling between the two leading clubs of Boston. * * * The second cause is not remotely connected with a recent unpleasantness between the publishers of this paper and a manufacturing firm, whose representatives engineered the Massachusetts Club delegation and the interests of their candidate at the convention.—June 9, 1882."

"First, through the skillful manipulation of the club (Massachusetts) * * * the company led a strong delegation of that club * * * to Chicago to defeat Captain Hodges, and which they succeeded in doing by a method anything but creditable to their club, * * * the manipulators of the former club again making a special and successful effort to defeat Captain Hodges in the recent State election, and gaining for the company a large control," &c.—"Open Letter," November 3, 1882.

Perhaps there was something else than the "bitter-feeling" which accounts for the attitude toward President Miller and the League; but it was, at least:

Before Convention.
"W. H. Miller, president of the Buckeye Bicycle Club of Columbus, O., is in town. He is himself an enthusiastic wheelman," etc.—28 Oct., 1881.

After Convention.
"The pleasant and respectable gentleman who is, by virtue of trickery in elections, by slander uttered by Mr. W. S. Parsons, and by the direct influence of the Pope Manufacturing Company, put into the chair."—"Open Letter," 1 Sept., 1882.

And as to the League it has been as follows:

Before the "bitter feeling."
"We feel that the League is an assured national success, and our only desire is to see its organism so strong and lasting that it will preclude the possibility of any attempt to establish a similar institution in this country."—9 Sept., 1881.

"So League membership, like club membership, implies moral and social standing that the unattached, if a stranger, cannot prove himself entitled to."

"We do not perceive so much ground for complaint against the management of the League as do some of our correspondents, but, on the contrary, we think with Mr. Parsons that it is a good institution, in good hands, and that its conduct will eventually be vindicated even to their satisfaction."—3 Feb., 1882.

After the "bitter feeling."
"The American branch of the Bicycle Touring Club seems to be receiving quite a boom,—eighteen applications last month, and most of them representative bicyclers. Why is this?"—21 July, 1882.

"Trust their amicable arrangements with the League have not infused into their veins the essence of do-nothingism that so sadly infects the latter organization."—22 Sept., 1882.

"The apathy evinced by the League itself during the last twelve months. * * * We know no more what the League at large is doing than the most recently admitted member knows. If chief consuls or other state officials are doing anything to further the interests of the League. * * * They are carrying on the League with a degree of modesty more injudicious than commendable."—29 Sept., 1882.

And the "integrity as the official organ" of this devoted paper is shown further by frequent flings like these:

"Glad to see evidences of renewed life in the League, and sincerely hope the results will be satisfactory to those who are working to reclaim it from the dead."—6 Oct., 1882.

"The League is a cumbersome affair that no one knows just how to manage."—27 Oct., 1882.

"It is certainly true that the benefits are very slight, and we pay our dollar but do not have our choice."—3 Nov., 1882.

But whenever "his paper is touched the editor is touched," to quote again the fitting expression of our "impartial" and esteemed contemporary. So, accordingly, we read of an elegant new bicycling magazine, whose editors and publishers are looking for brotherly recognition, as follows:

"We have seen a circular * * * announcing the early publication of a new monthly magazine, the *Wheelman*. * * * We suspect that the strongest call for the magazine's existence lies in the need of the monopoly for an organ."—1 Sept., 1882.

And again:

"Notwithstanding we recognize its birth as a direct result of the unpleasantness existing between the *World* and the monopoly, whose *protege* it undoubtedly is, and whose material support it will receive according to its fidelity to its patron's interest, we still cordially commend it (*The Wheelman*) as it now appears."—1 Sept., 1882.

Thus it is that whatever seems adverse or a defeat or in the nature of rivalry is immediately attributed, not to the Devil, as it used to be by Martin Luther, but to the P. M. C., "the monopoly." Even we, its old neighbor and co-worker in the same "cause of bicycling," because we have kept the even tenor of our way, not following our esteemed contemporary in its "devotion" after a strange goblin, but sometimes correcting its errors and willing that wheelmen should have both sides of current questions, have come under similar change of treatment, as appears thus:

BEFORE THE "BITTER FEELING."
"The *Wheel* entered on its second volume last week, and the initial number, in addition to an excellent array of bicycling matter in its regular pages, embraces a two-page supplement. We wish you continued success, comrade!"—7 Oct., 1881.

"Fred Jenkins formally retires from editorial connection with the *Wheel*, and that journal will henceforth be under the management of the Wheel Publishing Co., located at 38 Cortlandt st., New York City; and we heartily wish it success, and as cordially extend our good will and wishes to Mr. Jenkins in his new business as New York agent for the Cunningham Company."—5 May, 1882.

SINCE THE "BITTER FEELING."
"Fifth, it has suddenly become an active partisan of the Pope Manufacturing Company. Sixth, it has suddenly become a zealous defender of the League of American Wheelmen, * * * with about as much judgment as a crazy Malay."—13 Oct., 1882.

"If the Colonel's New York dog does not stop barking."—20 Oct., 1882.

"It is natural that the Company should desire to advance those publications which are in its pay and devoted to its interests; * * * but the editor most decidedly objects to the insidious and underhand method in which the attempt is made."—"Open Letter," 3 Nov., 1882.

Alas, that the advertisement failed to appear on the last page of our valued "exponent"! Alas, for the "bitter feeling" that has gnawed at the pocket and the heart of the publishers" till "the editor is touched"! We have no criticism to offer, no fault to find. If the League likes the integrity of its "organ", if wheelmen admire the "devotion" of their "exponent"; if others do not wince under this course of "fair and impartial" journalism, we shall not fret. It has seemed to us, however, sufficiently interesting to notice at a little length, and we have done so mostly in the quoted words of the valued and "touched" editor and his esteemed "impartial" staff.

WHEEL RACES.

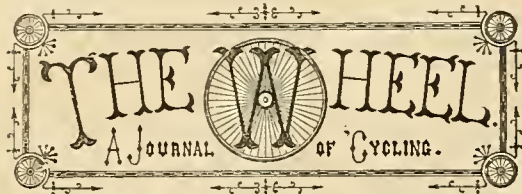
Probably no athletic contest has attracted such wide-spread interest and assembled together such a representative audience as the Second Annual Games of the Seventh Regiment which were held at their armory on Saturday evening last.

Fully four thousand ladies and gentlemen were present, and evinced the greatest interest from the opening mile walk to the final tug of war.

The two mile bicycle race was rather unfortunate. There were four starters: F. E. Davidson, F. C. Thomas, John L. Stearns, and Mr. Booth. Davidson who had set his heart on this race and had been in careful training for two months, dashed away with the lead, with John Stearns at his heels. The pair soon left the others in the rear, and everything promised for a fast and interesting race. On the second lap Davidson, who had the lead, slipped on the upper turn and fell, breaking his pedal and making it impossible to continue. This left Stearns an easy task, and

he rode the distance in 6 minutes, 41 2-5 seconds, lapping Thomas who was second in 7 minutes, 7 1-5 seconds. Had Davidson been able to continue, it would probably have been a very close and exciting contest. The track was chalked out on the board floor, and measured nine laps to the mile. The races were started promptly, and the inner ring carefully kept clear of all except officials and members of the press.

Send us accounts of all wheel races, in order that we may publish promptly.



The Official Organ of the Bicycle Touring Club in America.

FRED. JENKINS, - - - Editor.
CHAS. E. PRATT, - Editorial Contributor.

SUBSCRIPTION PRICE, - - \$1.50 A YEAR.
EUROPEAN SUBSCRIPTIONS, - 8 SHILLINGS.

PUBLISHED EVERY WEDNESDAY MORNING
BY THE
WHEEL PUBLISHING COMPANY.
P. O. BOX 444.

Entered at the Post-Office as Second Class Matter.

NEW YORK, NOVEMBER 29, 1882.

TO CORRESPONDENTS.

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

BICYCLE PATENTS.

It seems to be our duty as a journal for wheelmen, which means to be a correct and impartial source of information, sometimes to expose error as well as to report the truth. In doing this, we have frequently found it necessary to controvert statements of our esteemed Eastern contemporary, *The Bicycling World*. Since last May that paper has pursued a course of violent and indiscriminate attack upon the patents held by one American dealer; but though we noticed from time to time many misstatements of fact in communications admitted over *noms de plume* and in editorial paragraphs, it was very natural to let it pass as an idiosyncrasy of our neighbor. But now, in its issue for the 17th inst., it admits an attack upon that dealer by deprecatory comment and innuendo full of error, and inciting wheelmen generally, but "particularly in the West," they "should not be bulldozed," *et cetera*. And then the editor gives a half column of emphasis to it, and adds more error, in which "we trust our readers, however, will not be misled." In another recent issue of that paper, the editor urged the disregard of those patents and the claims made under them by those who might make or import bicycles.

The gist of it all is, that our e. c. is very free in its advice to its readers to infringe those patents.

Is that advice given to be acted upon? and will any act upon it? and will they be wise if they do so?

To these three questions, which we believe are of real current interest, and therefore, proper for us to discuss, we answer upon our best belief (and we know whereof we speak), in the negative.

Did the editor of that paper evade the payment of royalty on his foreign tricycle?

Does the publisher of that paper make bicycles or import bicycles, or sell them, or use them without payment of royalties?

No? Well, then, until they do, their example contradicts their words, and they can't expect others to respond with alacrity when asked to pull chestnuts out of the fire for them. When the publisher of the *World* stops dealing in bicycles obtained through the importers and infringes the patents himself, then we shall suppose his advice is given to be heeded by all his readers. When the communications so full of innuendo are signed by real and responsible names of those who are competent to give expert opinions, then they will have some weight.

These considerations will have some bearing on the answer to the second question also. And upon this there is something else apparent in their pages. There are fifteen different advertisements in the same issue of that paper, announcing more than thirty different machines and accessories which are patented, and on which every purchaser pays royalties. On the "Yale," the "Matchless," the "Cradle Spring," the Hancock "Tires and Rubbers," just for instances, royalties are claimed by and paid to English patentees. On the Burley and Rintleman saddles and the Fairfield and Livingston cyclometers, for other instances, royalties are claimed by and paid to American patentees. The "American Star" is covered with patents and royalties paid to the inventors, and a close "monopoly" is held, since there are no licensees. On the "National" tricycle, for another in-

stance, one patentee claims two pounds royalty, as much as is paid on all the ten or more against which so much is said. Then there are the English books and pamphlets which our e. c. advertises and puffs so constantly, on which copyrights are paid. No word of protest goes up against these. There is no howl of "money and bluff" or "intent to deceive," or "monopoly" about any amount of royalties to the English or even to Americans who *advertise* with the *Bicycling World*. Ay, there we may have it; for looking through their paper, we find that the attacked concern does not advertise there, and that this gratuitous advice dates from the time that the advertising ceased.

But the *World* misinforms its readers. It is, as we happen to know, a falsehood that any part of "the evidence" in the McKee and Harrington suits, was "taken by a stenographer"; it is an inferential falsehood that the evidence on both sides has been laid before the writer in the *World*, for that of the plaintiffs was not all submitted or taken in the suit; it is a falsehood that overtures were made "on the eve of a final hearing," for in neither of the suits was the testimony for the plaintiff in reply closed, and neither could have been brought to "final hearing" for two months; it is a falsehood that the "overtures were made by the plaintiffs," for they began with the defendants; and it is a statement altogether too thin of truth that the copies of the decrees are being circulated "evidently with intent to deceive," for the printed verbatim copies referred to, contain the open statement of the "consent of the defendants" to their entry.

Now, it is an old adage that possession is nine points of the law; and, in this country, a patent is sufficient proof of its own validity, until it has been adjudged invalid by a court. We do not know whether the patents owned by the Pope Manufacturing Company are really valid or not. We don't know whether the Copernican theory of astronomy is valid or not. There are those who dispute it; but the weight of authority is in its favor, and we accept it, and act as if it were true.

As to the patents, we know that one

of them has been put in contest in five or more suits, and has not yet been declared invalid by a court. We know that in the McKee and Harrington suit it was contested on a motion for injunction, on a motion to dissolve that injunction, on a motion to extend it, on a second motion to dissolve, and on a motion to attach for contempt for its violation, and in each of the five contests the patent was sustained by the court, by two successive judges, and the last four times with the "evidence" referred to by the *World* (so far as it lets its readers know, at least) against it, all before the court. As to the "settlement," it seems that the defendants (in language which the publisher of the *World* can understand) having been knocked out of time in five rounds, did not come to scratch for the sixth. We fail to see anything in the termination of the suits that was dishonorable to either plaintiff or defendants. And we know also, that the other patents are acquiesced in and respected by the dealers and makers of bicycles and tricycles generally across the country.

Now, we have no interest to help sustain these patents, nor any that we are aware of to help to break them down. We think our readers should either have all the facts or not be misled by partial and incorrect statements of them. And we believe that most of them, whether from motives of fair play or of self-interest, will avoid being led into the expenses and vexations of infringers even to please our esteemed but dyspeptic contemporary. At least they will see through the spite which that paper pours upon one of our American concerns, which is at least entitled to have the truth told about it, if anything.

PROMINENT WHEELMEN.

[CONTINUED.]

The next spring I began by vigorously endeavoring to hammer to pieces on the road a 56 inch Special Columbia in which I had invested during the slack season, and came into notice by making the first successful attempt to ride from Philadelphia to New York in one day. The day following we rode back to Newark and thence to Orange, where we first had the pleasure of meeting our friend and brother—far-famed Freddie of THE WHEEL, also "Woody" Woodside and the Manhattan Bicycle Club. From several asides

that I caught we were given to understand that New York wheelmen did not specially approve of our old 56, with cane-seat-chair saddle—and we confess that compared with the natty "Rudges" "Harvards" and "Clubs," our old Columbia, rusty, mud-covered and greasy, *did* not look any too well. It seemed to run about as easily as any of them however, and certainly had as many knocks.

We next, on June 4th, 1881, made our first appearance in an authorized athletic meeting, at the Spring sports of the Y. A. C. C. at Stenton. Three miles. Four contestants started abreast on a ten-foot-wide track, and of course there was a spill—of which it was just our luck to be a prominent feature. When remounted, two of the others had a lead of a hundred yards or so, but encouraged by the yells of our superabundant friends we kept on, settling quickly into our guess-it's-business swing, crawled slowly up, and on the last of the second mile we passed 'em with a rush—in front of the grand stand, of course.) It took all the wind out of us however and we came around into the last lap watching the back wheel of W. P. Field, Princeton College, who finished first in 10:37—a somewhat dilatory spurt up the home-stretch bringing us almost even in 10:37½. Perhaps they didn't howl!

Then, June 11th, we carried off the honors and the medal of up-hill work out the Lancaster pike to Ardmore in 17:15.; F. W. Corse, of Germantown, second, in 17:25. To those who were at the supper at General Wayne immediately after I would remark that we don't speech.

Relapsing for a while only into our native modest retirement we emerge at the Waverly State Fair, N. J., September 21st, riding one heat of a half-mile race second to Woodside. In the two mile race W. M. Woodside, L. H. Johnson and myself were the only starters. We won in 7m. 2s., and were much surprised thereat, as, indeed, was everyone. The mile handicap I also won in 3:26 from 15 yards. Woodside, scratch, second.

October 8th, at the Fall sports of the Y. A. C. C., we again met W. P. Field at Stenton—this time getting away without accident and winning in 10:23; Powell, third. And in another race on the same grounds, one week later, Powell lost the race only by a bad fall in the last lap; time, 10:31.

New York, Dec. 19, 1881, we met the Britons at the American Institute—Keen's 50 mile race. Vesey and Smith got left, and we after riding thirty miles with the cramps, escaped from little Frank Howard only by the skin of our teeth. Time, 3h. 13m. 8s.

In Boston, April 6th, 1882, we got *all* we wanted—and more—riding second to A. P. Ahl, Mass. Bic., in the one mile race in heats—time, 3:01⅞-3:07—and in the five miles, second from scratch, to J. S. Dean, Boston Bi. C., 280 yards. Time, 15:39 and 16:10¾, the latter being then the record.

At the M. A. C. mile handicap, June 3rd, we captured first from scratch in 3:15; F. E. Dav-

idson. 30 yds., second; and at the N. A. A. A. and L. A. W. championships at the Polo grounds June 10th, rode first in the two-miles in 6:41½; E. A. Thomson, Lenox, second. The five-miles also a first, with G. R. Rood, second, in 17:19; C. H. Reed, third in each event.

Our last race, though, was our best one. July 1st, 1882, we rode a mile race at Belmont with W. W. Smith, Bristol Bi. C., England, winning in 3:11¾. The track was none too good and a strong wind blew down the back stretch. In the five-miles handicap we struck off, with "Smithy" hanging to our back wheel so closely that it is a wonder we were not both upset. He stuck to it, too, with most alarming tenacity, for four miles and a-half, when the stiff wind and the hill were too much for him, and we came home for all we were worth in 16:52½.

This, Mr. Man-of-the-Wheel, is all "what we know about racing" except that it is extremely fascinating *and* excessively hard work. We don't race now—not because we don't want to, nor because we are afraid to, nor because we have "important other business." As you say we want to and we cant. Truly yours,

G. D. G.

WHAT OF THE LEAGUE?

(From the *Wheelman*.)

[CONCLUDED.]

The lower courts have been resorted to by injured wheelmen in a variety of such cases, and there is no such thing as a "test case" there now. But if one of these suitors in the lower courts for redress for injuries caused by negligent or malicious collision of a driver of horses should fail in the lower court, where his action was brought, on account of misapprehension or misapplication of the law, so as to give him an opportunity by exception or appeal, or otherwise, to reach the highest court of a State on question of law relating to the use of the bicycle, he would then have brought about an instance of "a test case," and would have a case involving not only his own rights, but the general common rights and interests of wheelmen; and there the League should come to his assistance.

The case of the Brooklyn city ordinance arose and was satisfactorily settled just before the League was in existence. The next opportunity was that which became familiar to wheelmen as the Haddonfield Turnpike case; and in this matter the League officers contributed by their personal efforts to the result, and the expense was paid out of the League treasury. The contest with the Chicago South Park Commissioners was begun and carried on as a local one, John G. Shorthall, Esq., representing the Chicago wheelmen; and no opportunity was afforded the League for action, except that its president was given, and gladly responded to, occasion for some little personal assistance. The conflict with the Commissioners of Central Park, in New York, however, offered different conditions. The League joined with the local clubs in petitions and presentments. Its officers procured statements and

depositions from mayors, marshals, commissioners, and other officers in cities where the bicycle was in common use, and made other efforts to gain admission, at certain times and under certain restrictions, for wheelmen to Central Park. These proceedings were not successful, but they led to the prosecution of three wheelmen for riding in the park, and the bicycling *cause célèbre*, "the Central Park case." This is still pending on appeal from the decision of Judge Lawrence to the General Term, and it is now the time to discuss the case and its points and bearings. One member of the L.A.W. generously consented to bear the expense of the printing, etc., of the preliminary proceedings—one who has often before and since quietly aided bicyclers to carry out their undertakings—Col. Albert A. Pope, of the Massachusetts Bicycle Club. And, beyond this, through his influence the Pope Manufacturing Co. agreed to "back" the three New York wheelmen in their resistance to the ordinance and prosecution by the Central Park Commissioners. They and the League treasury were thus relieved of an expense* which has grown to be too heavy for either to have borne; and while wheelmen hope for victory in the end they owe thanks, at least, to the donor of the large cost. The late comment in "the official organ," that this backing was "from motives of trade policy," is absurd as it is ungenerous. That is only parenthetical, however; the instance is cited to show why the League has not assumed all the burden of the case, and also to point the moral that the League treasury isn't ample enough to meet the most creditable and effective opportunities, and will not be unless wheelmen more generally rally to its membership, or some other way be found to increase its revenues.

But there are many ways of helping the general cause, as well as the individual interests of its members, besides pecuniary aid; and the officers have been neither reluctant nor idle in rendering such services in a thousand ways which are not and cannot well be proclaimed or put in print. The executive officers and the directors, or chief consuls, are nearly all busy men in the affairs of practical bread-winning and enterprise-building, lives, and taking their share in social and public duties. They are in some respects more valuable to the League than men of leisure would be. But they cannot devote *all* their energies to the one cause. If they give such time and strength as they can spare or snatch from other duties, to League work, it is all that can reasonably be asked of them. And friendly suggestion is more inciting to good work than howling criticism.

The two years that have passed have been largely given to recruiting membership, to completing the organization, and to projecting methods of work; but there has been much ac-

complished in establishing a uniform definition of amateur and professional, furnishing racing rules and championships, bringing out a basis for a League hand-book, appointment and instruction of consuls in many of the States, preparation and filling out of route slips, and obtaining some beginning of an establishment of rates with railroads. The annual meets, parades, and conventions would be sufficient excuse for the existence of the League, if there were nothing else, the effects of which are of substantial benefit to the cause of good wheelmanship as well as of delight. The broad spirit of comradeship and the genial friendships promoted by this knitting together of so many, far and near, by howsoever light a web, are not the least of its benefits.

Not to take the place of the clubs or to supersede State or other divisional organizations, but to fill a peculiar and appropriate place unreachd by any of them, the League of American Wheelmen has been and will be useful enough and enjoyable enough to command respect, and to attract more and more all wheelmen of generous and genial qualities to its ranks. The revised *régime* agreed to at Chicago will tend to carry League work nearer to every locality, and the work already done in paration, will bear fruits fourfold, no doubt, under the labor of the new board of officers. If there were any warm rivalries attending the recent convention and elections they were transient, and good nature and hearty co-operation should now prevail. On a calm survey, the outlook for the League of American Wheelmen is encouraging, and what it needs most is cordial support and co-operation more extensively from the great body of wheelmen individually, and from their representative institutions.

CHARLES E. PRATT.

THE MINISTER—MENTAL AND MUSCULAR.

A PLEA FOR PEACE—THE BICYCLE—HOW TO RIDE—MINISTERIAL DIGNITY—PLEASURABLE EXERCISE—A NERVINE—HO FOR A RIDE!

BY REV. S. L. GRACEY.

"Body and soul like peevish man and wife
United jar and yet are loth to part.

To keep this kind of family jar or divorce out of the ranks of the brotherhood as much as lieth in me, I ask the attention of my ministerial brethren, and especially those who, like myself, are fighting the battles of God and humanity in the cities of our land. To be brawny and broad-shouldered mentally, one should seek to be the same physically. One does not imply the other, from which ever end you argue, but the man who is fully developed muscularly, will be the better started for a long struggle, and vigorous blows mentally and spiritually. Health of body is a duty, and has much to do with morals and religion. Feeling the necessity of some kind of exercise, we have tried dumb bells, rowing, croquet, carriage and horseback riding, gardening,

wood sawing, and the many devices opened by the gymnasium, and for the last few months the bicycle. The last is now conceded to be the best of all, and henceforth wears the crown of excellence. For an overtaxed brain and over-worked body, there is nothing more desirable than outdoor exercise, and this is nowhere so well supplied as on the back of this wiry steed.

The riding whip of the pioneer Bishop of America, Rev. Francis Asbury lies in honored state as an object of special interest in the rooms of the Historical Society in Boston. He and his co-laborers threaded the roads and paths of New England and the Middle States mounted on orderly steeds, which were essential to every Methodist minister's outfit, in the earlier days of our large circuit system. The saddle-bags, the horse and the riding whip, have long since been remanded to the shades of things outgrown, and no substitute came to give the same healthy exercise to earnest toilers in pulpit and study, the sick room and narrow alleys: or for men confined to sedantary life by professional or business engagements, until the bicycle rolled forth from some inventive brain, to bless this class of workers. Then a horse and carriage all in one, ready harnessed at its owner's call, stood ready at any moment to whirl itself away any distance at almost any speed.

There is nothing which gives the same amount of exercise to the body and change to the mind as this new invention. To manage it well, the rider must be continually on the alert for surprises, and ever ready with quick judgment and prompt action to meet the new demand. Every muscle of the body is brought into play. Some of my friends have said: "I can readily understand how it may develop the muscles of the lower limbs, but cannot see how it furnishes any exercise for the upper part of the body." Now there is nothing with which I am familiar, horseback riding not excepted (and I am an old army of the Potomac cavalryman), in which there is so nearly an even distribution of effort to the entire body as is supplied by a ride on the bicycle.

In riding safely and gracefully one must retain an upright posture, and in the effort to keep his balance, the chest is expanded and all the muscles of the body are drawn upon. Once mounted you grasp firmly the reins or handles of the steed, and while pushing vigorously with the feet, you find yourself drawing hard upon the handles, thus bringing into requisition the muscles of the fingers, hands, wrists, arms, chest and legs. My experience confirms the statement I have often heard made by bicyclists, that fatigue was first felt in the arms and wrists. The eye keenly scans the roadbed, over which you are flying, on sharp lookout for any loose rocks, deep sand, mud or ruts which must be avoided. Bracing winds fan you as you go spinning along the levels, or coasting down the hills; quick action; swift motion; thoughts free from books and all fretting cares left behind, for you cannot think of anything else now but your ride, which demands all your attention,

*The Pope Manufacturing Company has paid all the expenses of that contest, amounting, up to July 1, of this year, to \$6,711.01 exactly (as shown to me by their book-keeper), in cash paid out—though that did not include the whole actual cost to them. It is estimated that a further requisition of some \$2,000 may be made on that account if the case is carried to the Court of Appeals.

and is the absorbing business of the hour, with invigorating air and ever changing scenery you are thrilled by the constant exhilaration of body and mind. Returning home after an eight or ten mile run, the whole body aglow, blood bounding through every vein, hungry as a hound returning from the chase, and with a sense of having experienced the delight of flying as nearly as that may be realized by men without wings, you feel re-created indeed, and ready to "run through a troop" of difficulties, and leap over any obstructing walls.

The bicycle is not a toy or a boy's plaything. A large proportion of its riders are grown men, and many of them heads of families engaged in business and professional life. There is nothing "common or unclean" about it. Its cost, delicacy, grace and beauty must prevent it ever becoming vulgar. It is a gentleman's fancy, and when once mastered, can be used with as much grace and ease as the ordinary saddle horse. And ministerial dignity stands in no greater peril of compromise than it does by horseback riding. It has become such a common vehicle on the roads about Boston, as to no longer excite any more remark than would greet the appearance of any other handsome turnout. Beside affording the most exciting and pleasurable exercise, it is being used by many of my ministerial friends in this locality in much of their pastoral work. From its back the pastor can enter the sick room of the most sensitive patient without the smell of the stable upon his garments, and free from any of the anxieties which are apt to distract the mind when a restive horse stands for an hour, in fly time, jerking at his reins and impatient at the delay of his lingering master. If an exchange is to be made with a brother at a distance, and a Sunday ride becomes a necessity, there is no violence to be done the conscience by taking a public conveyance, but quietly gliding into the saddle of a noiseless steed, you go spinning away in graceful style to the distant church, and when there no heated horse is to be groomed or blanketed, but pushing your slim steed into a woodshed or unused room, all care is dismissed from the mind, for he needs neither grain or water, and will await silently the movements and pleasure of his owner.

I know a gentleman who, as professor in one of our best universities, was rapidly breaking down through overwork and nervous prostrations; he has not been able to sleep more than two

hours consecutively in the twenty-four for the last three years. He has been using the bicycle about four months, and is now able to sleep soundly all the night through, and eat as heartily as at any time in his life.

I have another friend who is the working editor of one of our largest church papers, who was almost broken down when he took to the bicycle a few years ago, who now does most heroic work all the year round, sleeps sound, eats heartily, and has renewed his youth as his active lithe step and vigorous articles testify. He wheeled himself up the hill again to perfect health. We have a large number of clergymen in this vicinity who are realizing the great benefit of this modern centaur invigorator, and the number is rapidly increasing. As to the best machine, I can only say mine is a Standard Columbia, which for practical service is as good as any one needs. —*The Christian at Work.*

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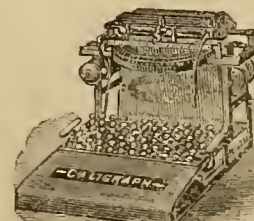
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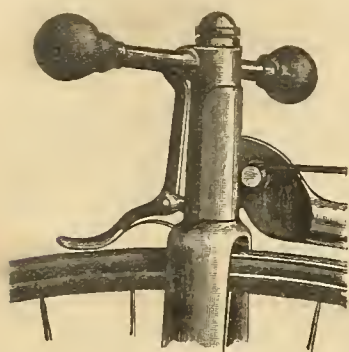
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