

THE WHEEL

A JOURNAL OF CYCLING.

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EDITORIAL JOTTINGS.

Well, what do you think of us now?

Did you renew your subscription yet?

Get your friends to subscribe, and help us along. Nothing gladdens the heart of the editor so much as to see the substantial reward for his hard work.

We have received so many congratulations on our improved appearance, that the editor would blush, if he knew how to, but we want to divide the honors.

The heading is the work of Mr. Harold Serrell, (Box 260, N. Y.) whose design was the most pleasing, and he accordingly takes the ca—ball pedals. We also admired the designs of Mr. E. A. Caner, and Mr. Geo. D. Gideon, the latter's being more suitable for a magazine cover than a newspaper.

The editor confesses to have had a hand in the make up and style of the paper, but we must divide the honors with Messrs. Geo. S. Evans & Co., our printers, who will always be found at 38 Cortlandt Street.

There are always errors in a new work, but the one we regret the most was the omission of the advertisement of that popular agent, Mr. H. B. Hart, 813 Arch St., Philadelphia. The I. C. also handled the name of the well-known firm of Fairfield & Taylor, Chicago, rather roughly.

It is always a pleasure to go to Boston, as the welcome one receives at the headquarters of the Boston Club, is a thing to be remembered. The secretary has our thanks for his neat card of invitation, tendering the privileges of the club.



Yours fraternally,
Charles E. Pratt

The Boston Bicycle Club did itself credit by instituting long range riding, and set its cyclo-meter at 102 miles.

The Massachusetts Bicycle Club, with commendable emulation, have seen the Boston's 102, and run up the long distance record to 118 miles.

The fact might be noted, too, for their credit, that they did it on American machines. *The Bicycling World* will be first to admit that they would have made 150 miles had they ridden English machines.

Now it is rumored that the Ramblers, a young and vigorous bicycle club in Boston, are about

starting on a day's ride to cover more distance still.

Captain Charles S. Howard of that club is the champion slow rider of New England, having taken many medals in slow races. Now, if he leads his club to victory on long range riding, he will gain new distinction.

By the way, it is occasionally flung at the Ramblers that they are a Pope M'f'g Co. Club. Well, suppose they are. The few crooked disciples among wheelmen who look with bitterness at anything favored by that company, ought to be glad as wheelmen of anything that promotes success in wheeling or extends the number of live clubs, or adds to the variety of enjoyments and possible subscribers to the *Bicycling World*.

The only foundation for that fling is that Captain Howard of that club has business engagements with the aforesaid concern.

Now, why don't somebody get up and say that the Boston Club is a Pope M'f'g Co. Club, because President Pratt holds a business relation with that concern?

Perhaps it would be nearer the truth to say that the B. Bi. C. is an E. C. Hodges & Co. Club, or a *Bicycling World* Club, since it has Captain E. C. Hodges, and Secretary J. S. Dean, editorial contributor, amongst its members.

According to the late number of the *Bicycling World*, it would appear that "that monopoly" had business enough without bothering itself with clubs.

Speaking of long distance riding, report reaches us that the Boston Bicycle Club, always restive under any superior excellence of the Massachusetts Bicycle Club, is getting in training for another long distance ride, and proposes to place the figure at 150 miles.

Go in New England! We like to see you do that kind of thing, and perhaps the score will be run up in this country as high as it has been long ago in England, to 212 miles in

twenty-four hours on the road. If it happens to be done on an American machine, that will be creditable, too.

The first annual dinner of the Crescent Bicycle Club was a very enjoyable affair, and told well for the life and vigor of the club. In our report of it we note with pleasure that Brother Gilman of our Eastern contemporary, sustained his character as an after-dinner poet.

In our recent editorial, "A Peculiar Race Meeting," we stated that the winner of the heat, a Mass. Bi. Club man, "received his fifteen dollars." This was an error, as the prize was an order for a fifteen dollar medal, and our correspondent probably got the matter confounded.

We understand that a large delegation from this city are making preparations to go to Philadelphia on the 26th, and we should like some recommendation as to choice of route. The Pennsylvania and Central roads should be made to compete for the patronage, not only in special rates, but in providing accommodations for machines. The latter point being of more importance than the saving of twenty-five or fifty cents on a ticket.

The suggestion of holding the race meeting of the League at Philadelphia, or the mile event, at least, is a good one, and would save the League money. The chances are that it will be managed as well as if held in Boston. Speaking of management, the following from the *Spirit of the Times* might be of interest:

* * * It is surprising to notice the absolute indifference with which those who inaugurate bicycle races, see to their carrying out. After the past experience in this city, ignorance can no longer be pleaded, and it behooves those who now have the control to exert themselves to keep in the van, otherwise other places will take the position now occupied by Boston in the bicycling world. A good example of the present method, was to be seen on the 13th, when it was announced by a moderate number of posters, that John S. Prince would give all comers one minute start in 10 miles, and Frank Moore would do the same by amateurs. Time of races, 4 P. M. Admission, 25 cents. Although the event had been posted over three days, but few of the papers were aware of the fact, owing to negligence in notifying them, so the result was that next morning several of the papers were obliged to omit it, although records were broken. As usual, the proper officers were not provided, and selections on the spot were made. Although it was generally understood that Moore would try to break the record, but one watch was apparently officially held on the event; several private watches, however, acted as a check, corresponding so nearly that the announcement is presumptively correct. The lack of notice served to collect, at a liberal estimate, about a dozen paying enthusiasts at the appointed hour. * * After the usual inexplicable delay of half an hour, the following appeared at the scratch: * * * It is stated that a strong effort will be made to have the League fall races take place at Beacon

Park, Oct. 14. The idea seems excellent, as the track is favorable, and a success assured, if in these, as in other races, particular attention is paid to the following details: 1. General announcement, especially to the papers. 2. A full staff of officers, including three judges, three competent timers, a starter, and a sufficient number of scorers. 3. Military promptness in commencing, and rapid succession in the order of the races. 4. The exact carrying out of the programme announced. 5. Proper designation of contestants, and programmes for more important races * * *

Perhaps Philadelphia can show better ability to handle the meeting. The League have been to Boston before. Why not give the Quaker City a chance, especially as the celebration promises to be such a brilliant one.

Mr. George, the English champion runner, arrived here with a friend last Saturday, and will be the guest of the New York Athletic Club during his stay here. He visited the grounds last Sunday, and rode the Marine Bicycle. He will go into training at once, and will meet Myers in four races, of a quarter, half, three-quarters, and a mile. The dates or ground are not yet decided upon, but will be announced shortly. The event will, undoubtedly, interest the New York wheelmen, as when Greek meets Greek, a reduction of the records may be looked for.

The joint committee appointed to look into the distribution of the championship medals are awaiting the decision of Mr. Johnson before awarding them. It is to be hoped that that gentleman will give the matter his immediate attention, as no less than five competitors have been kept out of what was well earned.

"An ill wind blows nobody good," but the recent heavy storms have improved the roads wonderfully, and all it needs is the riders to enjoy them.

It is certainly singular that a great city like New York is so backward in taking up bicycling. The proportion of riders is smaller than any city in the United States. Boston has its large organizations, the Massachusetts Club claiming 78, and the Boston Club's limit is 60, which comfortable number is filled and no blanks. Buffalo follows with 63, and Philadelphia and Washington are well up. We once met a Chicago man, who told some very big stories about the C. Club; the one most impressed upon us was a very large membership roll exceeding 100. But the day was cold, and he is excusable. We believe the largest active club in this city is the Citizens, with a membership of about twenty-five, most of whom can be seen on the road at intervals.

The Park problem, if solved satisfactorily, would introduce an entirely new element, and swell the now deserted ranks of the clubs. Until then bicycle clubs will not be prosperous, and the future is certainly not as promising as it might be.

The Philadelphia Meet on the 26th is well under way, and a circular of directions has been

sent to the secretaries of clubs, containing useful and necessary information, together with a map of Fairmount Park. The Meet will be held at the Columbia Avenue entrance to the park, on Thursday, October 26th, at 10 o'clock A.M., and will proceed through some of the most picturesque portions of the park. Dinner will be served at one o'clock P.M. at Belmont Mansion. Tickets are \$1.75, and those intending to be present at the festive board should send word to Jo. Pennell, Fisher's Lane, Germantown, by October 20th. Among the items of general information, we note the fact that storage will be provided in Fairmount Avenue, at Park entrance. All participants are expected to appear in uniform. This part of the circular concludes with the "Park Regulations," which are: No "coasting," path-riding, racing or speeding allowed. Trill whistles must not be used, and each bicycle must have a bell attached to it by day, and also a lantern at night. The programme of the races is given in our advertising columns, and every thing points towards a good time, and we hope all wheelmen will contribute towards making the event a success.

TRICYCLING.

The introduction of tricycles into American use has been much accelerated this year. Our accounts from the riders of tricycles, and also from the dealers, show us that more than twice as many have been purchased in this country during this season as have been taken altogether in the previous three or four years. Perhaps one of the causes of this is that tricycles are better built and have been improved very much in features of construction over what they were. Another cause may be that the constant increase of bicycling has induced the public to look with more favor and longing to something which seems to them easier to take up, and a little safer than bicycling.

It is very likely too that part of this increase is due to the larger attention paid by the bicycling press to tricycling matters during the past year or so.

It is pleasant to notice that one or two tricycle clubs have been formed, and also that riders of the three wheels are accounted "wheelmen," and welcomed in bicycle clubs and at bicycle meets and parades equally with the devotees of the two wheeler.

It isn't of course to be expected that the tricycle will largely supersede the bicycle, any more than that carryalls will supersede buggies. They are both excellent in their way, and we shall be glad to do what we can to encourage, enlighten and delight wheelmen and wheelwomen, whether their mount be on three wheels or two, with equal alacrity and equal space, in proportion to our information and contributions to that department.

MEM.—Will our tricycling riders kindly take the hint and furnish us with notes and accounts; also with opinions, incidents, etc.? Concerning the most popular machines and tricycle construction generally, we shall, from time to time, afford the best light we can.

THE FIFTY MILES CHAMPIONSHIP.

For the fourth consecutive year, a 50-mile race has been held on the road, for the title of Amateur Tricycling Champion, the winner on Saturday last being M. J. Lowndes, of Coventry, a member of the Congleton Bicycle Club. The previous races had resulted in the victories of A. E. Derkinderen (1879), C. D. Vesey (1880) and G. L. Hillier (1881), the last-named holding the "record" for the distance on a genuine tricycle, his time in the 1880 race having been 4h. 14m. On the present occasion, the improvements which the last two years' progress have made in machine construction enabled the winner to cover the distance in nearly 27 minutes' less time than the previous record, the total time taken by Lowndes on Saturday being 3h. 47m. 40s. Five other competitors succeeded in covering the distance under five hours, for which they won bronze medals. The second man, T. R. Marriott, of Nottingham, also beating Hillier's record by 23m. 40s. Both Lowndes and Marriott, being engaged in the tricycle trade, would have been debarred from the competition under last year's rules, but were eligible upon the present occasion, being amateurs according to the Bicycle Union, under which the competition was held.

A fine, bright morning broke over London on Saturday, and as noon drew near the intense heat was only tempered by the strong breeze which blew from the North, the strength of which made itself felt as we drove our wheels up the Finchley Road to Barnet, two miles beyond which the start was to take place. Ganwick corner is merely the corner at which a narrow bye-road turns off the main road, between Barnet and Potter's Bar, leading, according to the direction-board on the wall of the Duke of York Inn, "to South Mims, Ridge, Elstree, and Shenley." Some 50 yards up this bye-road is a gate, through which is reached a cow-field redolent of hay and animal refuse. This field was the "private ground" from which the start was to take place, the idea being that this course would prevent any obstruction of the highway, and so save the event from collapse through police interference. As it turned out, even this precaution was unnecessary, not a single constable being visible in the neighborhood throughout the day; and at no point along the route were any of the competitors troubled by overzealous guardians of the peace.

Twelve o'clock, midday, was the time fixed for the start, and at that hour some 30 tricyclists, a dozen bicyclists, and two or three carriages containing ladies had assembled at Ganwick Corner, while in the field were the competitors and officials preparing for the commencement of the ride. Fifteen entries were on the card, to which was added the late entry of an unattached competitor. Out of the 16 only two—C. Crute, of the Sutton B. C., and H. J. Venables, of the Civil B. C.—were absent. The committee consisted of Messrs. Jno. Browning, London T. C., chairman; S. H. R. Salmon, L. T. C.; R. Thornton, Finchley T. C.; C. Wimbush, F. T. C.;

H. J. Bell, West Kinsington T. C.; J. W. Elton, W. K. T. C.; F. S. Cobb, Acton T. C.; and W. T. Davey, A. T. C., hon. sec.; and for the purposes of the competition the officials were: Messrs. W. Lindsay Walters, judge; C. H. Larrette, starter and time-keeper; and C. Wimbush, time-keeper at the half-distance.

Ten minutes after the appointed hour Mr. Larrette dispatched on his journey the man who had drawn the first start, and at intervals of one minute the other competitors were sent off, the order of precedence being decided by ballot. The names of the starters, and the times at which they started, were, therefore:—

	P. M.
W. Bourdon, Brixton Ramblers B. C.,	12.10
M. J. Lowndes, Congleton B. C.,	12.11
W. B. Parker, Finchley B. C.,	12.12
B. W. Attwood, West Kinsington T. C.,	12.13
P. G. Hebblethwaite, London T. C.,	12.14
E. B. Stroud,	12.15
T. R. Marriott, Nottingham B. C.,	12.16
T. Whittaker, Tannet T. C.,	12.17
A. T. Nixon, London T. C.,	12.18
Geo. Smith, Merry Rovers T. C.,	12.19
L. Grose, Camberwell Rovers B. C.,	12.20
E. Thorp, London T. C.,	12.21
P. Letchford, Finchley T. C.,	12.22
W. Taylor, unattached,	12.23

The last man having got away, nothing was left for the spectators but to adjourn for refreshment and await the return, a gradual reassembling taking place at Ganwick Corner soon after three o'clock. On the road we are informed that Lowndes set off at a great pace, coached by Garrard, the twenty miles professional bicyclist, and had passed Bourdon before covering a mile, after which he was never approached by any other competitor, Marriott (coached by Fred Cooper on a bicycle) being his most formidable antagonist. On the return journey Garrard tumbled off his bicycle at 36 miles, leaving Lowndes to make his own pace, only aided by spurting against such stray bicyclists as he happened to pick up. At Ganwick Corner, as four o'clock approached, anxious glances down the road were at length rewarded by the sight of the winner, leaning over in approved "grasshopper" bicycling style, toiling up the hill and into the field, where he laid on the grass for some minutes, considerably distressed. "How would the minute intervals affect the result?" was now the question, and many watches were held in the hands of the spectators who counted the passage of time elapsing after Lowndes's return; soon five minutes had elapsed, and it was known that Marriott at least was out of it, upon which the first man rode off the ground in search of rest and refreshment. His machine was a "Coventry Rotary" racer, weighing 48½ lbs., the 40in. driving wheel being geared up to 50in. Lowndes is under 23 years of age, over six feet in height, broadly and well-built, and weighs 11 stones 8 lbs. when riding. He had not slept all the previous night, owing to the pain given him by a gathering in the palm of his left hand, which necessitated his wearing a felt shield during the race. Besides the record for 50 miles, he has made the best times for one mile (3m. 16s.), two miles (6m. 4s.), and five miles (18m. 50s.).

At twenty seconds past four o'clock T. R.

Marriott arrived, his full riding time being thus: 3h. 50m. 20s. Riding the famous 42in. geared-up "Humber," upon which he accomplished the 180 miles ride, he approached the hill easily, appearing to have given up racing, but being beckoned up he spurred in, and finished the fifty miles in 2m. 40s. longer time than Lowndes.

A long wait took place before the third man arrived, this period of 33 minutes making it beyond all doubt that Lowndes and Marriott had won the first and second prizes respectively. At 4:35:25, Parker rode up the hill, fast, but appearing jaded, his mount being the new 50in. "Imperial Cheylesmore," the racing machine built on the lines of the "Imperial Club" roadster.

Nearly five minutes later, Hebblethwaite (who finished second to Hillier on an "Omnicycle" last year), rode in fast and steadily, on a 52 inch "Humber" roadster; and a few seconds before five o'clock Letchford labored up the hill on a 50 in. "Premier," level geared, but seemed quite fresh when dismounted.

A minute past five, a cheer announced the appearance of Nixon, "covered with dust, glory and perspiration," finishing fast and cheerful, looking brown as a gipsy, and fit as a fiddle. Owing to his rest of several days' duration after his long journey, and to the circumstances that he rode an old high-g geared "Premier," instead of his geared-down touring machine, he had been much troubled by cramp, so that he only won his time-medal by a short period.

Bourdon, of Bromley, was the next to arrive, appearing very faint on his heavy "Cheylesmore" roadster, 50 in. level-g geared. Having started first, he was just a few seconds over the five hours; but G. Smith, the next to finish, having been the tenth starter, got within the limit, finishing as cool and unconcerned as can be imagined; his machine being a well-worn 52 inch "Humber" racer.

None of the others came within the time-limit, and their arrivals were consequently not noted. Atwood rode a 52in. "Humber," Stroud a "Cheylesmore," Whittaker a 50in. "Premier," Grose a "Humber," and Thorp a 50in. "Premier," while nothing more is known of the late-entering unattached rider, Taylor. No accidents were reported to have taken place throughout the journey, the route taken being from Ganwick Corner through Potter's Bar, Hatfield, Welwyn, Stevenage, Hitchin, and Ickleford, 25 miles out and back; a hilly but good road, rather sandy in some places. At the turning point, a short distance beyond Ickleford, the times of the competitors were taken as under, to which the full times occupied in the ride are added:

RIDER.	25 MILES.	50 MILES.
Lowndes,	1h. 45m. 0s.	3h. 47m. 40s.
Marriott,	1h. 47m. 40s.	3h. 50m. 20s.
Parker,	1h. 56m. 0s.	4h. 23m. 25s.
Hebblethwaite,	2h. 0m. 30s.	4h. 27m. 5s.
Letchford,	2h. 10m. 0s.	4h. 37m. 55s.
Nixon,	2h. 5m. 0s.	4h. 43m. 0s.
Smith,	2h. 12m. 0s.	4h. 50m. 10s.
Bourdon,	2h. 13m. 0s.	5h. 0m. 3s.
Taylor,	2h. 22m. 0s.	
Whittaker,	2h. 26m. 30s.	
Grose,	2h. 47m. 14s.	

Bourdon mistook the termination of the course, by reason of some spectators crowding forward, and slowed down in coming in, so that the officials decided that he was entitled to a time-medal.—*The Tricyclist*.



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

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NEW YORK, OCTOBER 11, 1882.

TO ALL BICYCLERS.

WE would be obliged to Wheelmen if they would send us the names and addresses of those interested in Bicycling, as we wish to spread the "Wheel Gospel" as much as possible.

AMERICAN IDEAS.

Our valued correspondent, Mr. Chang, in his interesting notes in our issue of 13th September, took exception to what he was pleased to term "a rather narrow-minded thought expressed in the otherwise very broad and catholic article" which we had published editorially, and in his paragraphs he fell into the popular, perhaps, but all the same erroneous expression—"to French and English ideas are we mostly indebted for the perfected wheel as it now stands." When his education shall have become more complete (and we hope from time to time to contribute to that education), he will find that Americans have not been altogether in the background in the matter of velocipede construction, and are not to be reckoned entirely out of credit for the high state of perfection to which the bicycle has been brought.

His observations fall in so well with the general tenor of some contemporaneous bicycling literature, expressed by our eastern competitor editorially, thus: "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," that we make the occasion for a remark.

Our editorial which provoked the comment of Mr. Chang was intended to be catholic in its tone; and, more than that, it was intended to put in a suggestion for a bit of self-respect on the part of wheelmen as Americans.

It is now five years since the revival of bicycling in this country. At the time of the revival there were no American makers of the modern bicycle. Wherever the fault might lie, it did not lie with the Americans who have since taken up the manufacture, or become otherwise interested in the bicycle industry. It was very well at that time, and for some time after, to buy

English machines, to read English papers and books, to look to English wheelmen for suggestions, and to expect to find in English experience and wisdom what we had not acquired here. But we have for some time been dropping away from this worship of all things English which prevails in some bicycling localities; or, perhaps, we should rather say, with some wheelmen in some localities. Whatever Englishmen can do or have done, Americans can do, and either have done or will do. The bicycle literature of America will compare well to-day with the current bicycle literature of England. There are some things in the incidental uses of bicycling which Americans have originated, if not first, at least collaterally with their English brothers. It is amusing to find a wheelman, as we can once in a while, who thinks there is nothing like an English bicycle, with an English cyclometer, and an English bell, and an English riding suit, and an English paper in each pocket, and an English book in his hand, and with everything else English, not excepting his conversation. One would think that he were an exaggerated Englishman just arrived in this country.

Now, we are wheelmen, and something more—we are American wheelmen; we have our American league, our American books, American papers, American bicycles, and American accessories; our American roads, American experiences, American conditions, and American ingenuity and resources. We are willing to be put down as an American journal; and although, as we expressed it in our former editorial, our managing editor prefers his English mount to any machine he has yet ridden, he is not so biased as not to see anything good in American bicycles.

As mere instances to reinforce these observations, we cite off-hand one or two examples. Mr. Clarence Jenkins, of Louisville, Ky., has, during the past season, competed in fourteen races, and won them *all* on an American machine.

Two years ago Mr. Geo. F. Fisk rode an American machine 125 miles in one day—from Amherst, Mass., to Boston, and thence to Framingham—over average poor roads.

On the 28th ultimo four members of the Massachusetts club took a run of one hundred and eighteen miles—from Boston to Newburyport—against a strong northeast wind, and thence to Newton, Mass., the last hour or so in the rain; and all on American bicycles.

In a race at Providence this season there were seven competitors, and the three winners came in on American machines. These are merely examples that occur to us, and we don't recall anything done here on English machines that shows superior results in that way.

We have seen an English machine that had been run in this country about four thousand miles during four years; and also an American machine beside it that had been run about the same length of time, and about eight thousand miles; and the two machines, compared either as to mechanism or as to condition of wear,

speak well for the quality of American machines with those of contemporaneous foreign make.

Nothing is better *because* it is English, or because it is American. But even impartiality is a little better flavored when it is spiced with a very little willingness to see the good qualities and creditable attainments of one's home friends and neighbors, and the products of their endeavors.

AMERICAN BICYCLE CLUBS.

Wherever the knowledge of the wheel has penetrated and wherever its adoption has become general, we find the existence of a club one of the first results—whether good or bad is to be determined, the general opinion tending toward the former quality.

The origin of the club is usually the work of an agent of bicycles in most localities, principally in the small cities and towns. He is for a while the solitary rider, and if at all pushing or enthusiastic, is soon joined by two or three pioneers, and the number swells until some organization is found necessary—for protection in some cases, for facilities in storing wheels at a small expense, and for the mutual companionship in others. Everything booms. The club, anxious to increase its numbers, admit into their ranks every new rider; and here is where the trouble commences. The growler makes his appearance, and gradually a cloud appears, not larger than a man's hand, but still it grows, and soon another organization is formed, composed partly of deserters from the original ranks. A new agent perhaps appears on the scene, and this adds to the general break-up. The dissatisfied rally around him, and the result is two small clubs where one strong one should exist. This does not apply of course to every club, but how many clubs can turn back the pages of their history and find them pretty much as we have written.

The root of the evil lies in originally accepting as members every rider in the vicinity who could be induced to join. Another great trouble is the desire of many men to engineer or "run" the club. This class soon become prominent at club meetings, and when control cannot always be obtained or a stronger opposition party is developed, resignations usually follow.

Usually at the start there are too many officers. How many small clubs of eight or nine, in reporting their organization, proudly mention that Mr. Blank is president, the vice-president is so and so; then follows a captain and lieutenants, secretary and treasurer, and finally a bugler thrown in at the end with a flourish, absorbing in officers about seventy per cent. of the club. This is too many, as it usually appears that each officer feels it his duty to say something, and scenes follow which would be obviated were the reins in the hands of two or three good men, subject to the approval of the majority. By all means limit your officers to a few, especially in very small clubs.

Let us presume the club numbers ten active bicyclers, and taking that as our basis select our

officers. The first is the president, who ought to be from the older ranks, a man possessing some knowledge of parliamentary law, who is thoroughly respected, and with nerve to render decisions and preserve order. A secretary who acts as treasurer should then be chosen, and lastly a captain, who should not only be a good rider, but one who can authoritatively control the club in the road. A selection of two members to act with the officers in forming an executive committee of five is large enough to transact the business of the club in its present state. Add a bugler if you have a good one, but as few clubs use the bugle in signaling on a run, unless well played he could better be dispensed with. These officers enumerated are sufficient for any club of that size. As the membership increases add a lieutenant to the list, and perhaps a vice-president. Our experience has been that the fewer fingers in the pie the better the club exists. We thoroughly believe in club organization, and strive to encourage the same, and hope that the hints thrown out will not be taken amiss and may be of some assistance.

We leave the subject for the present, but shall take it up again, and we will endeavor to give some ideas as to club rules and regulations.

OUR EXCHANGES.

The brightest of these by far, and the one we have most thoroughly enjoyed, is the *Wheelman*. Typographically perfection, it contains a wide and varied selection of essays, stories and experiences, any of which are well worth the subscription price. The editors have not attempted any new form, but have sensibly adopted the best model they could have found, and have in following the general make-up of the *Century* drawn upon the experience of years at one stroke. Opening the cover, we are confronted with Mr. Chas. E. Pratt's memorable article, "The Wheel around the Hub," from which we drew the name of this paper. Its illustrations are as bright and charming as ever, and the number should be preserved foremost in the wheelman's at present scanty library. A well-written paper by Mr. C. E. Hawley follows, which we suspect is the prize composition recently promoted by the Pope Manufacturing Company. The stories that follow are entitled to a pleasant notice, and will be enjoyed by all wheelmen. President Bates's article on the "Effect of the Bicycle upon our Highway Laws," is an ingenious plea for improvements in roads, and his taking manner of writing will be enjoyed as much as the subject. "The Tariff Question," by Chas. E. Pratt, we recommend to our esteemed friends the *Bicycling World*, as it will instruct them in a subject of which they have had little previous knowledge. Altogether the magazine is a success, and fills an entirely unoccupied niche in wheel literature and a welcome one. We extend the right hand of fellowship to our co-workers, and with hearty congratulations recommend all our readers to assist them with their subscriptions. The magazine is the

handsomest production of its kind in the world, and bicycling is to be congratulated upon having such an aid.

A MONOPOLY IN NEWS.

QUERY.—Does any bicycling paper hold a patent on L. A. W. news and notes? Why should there be any monopoly about the information which the League officers desire to be promulgated, and League members are anxious to obtain? This paper has taken pains, and been at expense since its existence began, to furnish promptly and freely matters relating to the League. It has been at least as kindly disposed, and its general tone has been as encouraging to the League as an "official organ" sometimes is. Its management is ready to do still more for the League, and our columns are open to its officers. This is merely a hint.

We claim no particular credit as an "anti-monopoly" champion, and we wouldn't disturb our neighbors in the advantages and profits they may be able to obtain from any exclusive rights they have acquired, whether they have been paid for or not. But we take an equal interest at least with all other wheelmen in promoting wheeling organizations; and we are just as favorable to say the least to our American League, as we are to our English Touring Club.

ANOTHER LONG CLUB RIDE.

The Massachusetts Bicycle Club on Sept. 29th made the longest all-day run which has ever been accomplished in America, four of its members, representing the club, having actually ridden one hundred and eighteen miles on their wheels, without unusual fatigue. The party consisted of Lieuts. Henry W. Williams and W. R. Griffiths and Messrs. A. J. Philbrick and W. D. Wilmot, all well-known business men. None of these gentlemen had had any previous "training," but were simply everyday riders of the wheel, desirous of testing its capacity for long distance riding, and, naturally, of doing credit to the club to which they belong.

The start was made at 4.52 A. M., and the party, accompanied by Mr. A. S. Parsons, the president of the club, and Mr. C. P. Shillaber, the captain, proceeded via. Allston and North Cambridge to Medford, where a four minutes stop was made at 5.49, to leave lanterns to be taken up on the return. On remounting the party proceeded via. Malden, East Saugus, and Wyoma village, to Peabody, which was reached at 7.17 A. M., distance, 23 $\frac{7}{8}$ miles. After a thirteen minutes stop, the party proceeded, via. Danvers and Putnamville, to Wenham—distance 32 $\frac{1}{8}$ miles from Boston—arriving at 8.30 A. M. Fifty minutes were spent at breakfast at Hobbs's, and at 9.20 wheels were mounted for Ipswich, where a fifteen minutes stop was made. At 10.20 wheels were "crossed" for Newburyport, twelve miles distant, which was reached at 11.53—50 $\frac{1}{4}$ miles from Boston.

From Boston to Newburyport the bicyclers had ridden constantly, directly in the teeth of a

stiff northeast wind, amounting at times to almost a gale. Forty-five minutes were lost at Newburyport in repairing a broken pedal, but at 12.28 the wheelmen started on their return trip, stopping at Newbury to be photographed by an itinerant artist, reaching Ipswich for dinner at 2 o'clock. At 2.52 they remounted and rode back to Peabody without a halt, reaching there at 4.22. At 5.06 they started for Medford, arriving there at 6.28, having accomplished the distance between Peabody and Medford at the rate of over eleven miles per hour.

The score now mounted up to 92 and 7-16 miles. After supping at the Medford House, the quartette started at 7.12 in a shower of rain, and, having lighted their lanterns, proceeded via. North Cambridge (where President Parsons was met), Allston, Brighton, the Reservoir (around which two circuits were made at speed), Newton Centre, "Great Sign Boards," West Newton, and by a somewhat circuitous route to the Milldam, where a large delegation from the club was in waiting to escort them to the club rooms, which were reached at 10.30 P. M., and where a collation was in readiness.

The two cyclometers carried by the party registered 118 miles, which tallied exactly with the known road distances.

Among the pleasant incidents of the trip were a hot early breakfast served 4.50 A. M. by some of the lady friends of the club, one or two free offers of soda, &c., by friendly apothecaries, and a most enthusiastic reception by a large number of the members of the club, who were in waiting at the club headquarters. Not quite so pleasant an incident was a collision with a dog by one of the riders, resulting in more injury to the rider than the dog, not, however, preventing his continuing the journey.

	Hours.	Minutes.
Entire time consumed, - -	17	38
Time consumed in stops. - -	4	57
Actual running time, - - -	12	41
Average per hour of running time 10.61. 118 miles.		

Upon inquiry, Lieut. Williams stated that, in his opinion, each one of the quartette could have ridden from twenty to twenty-five miles further without undue fatigue, had they not feared returning too late and thereby disappointing the friends in waiting at the club rooms.—*Boston Traveller*.

B. T. C. BADGES.

We have received a letter from Chief Consul Weston, saying that all the missing badges are in his possession, and will be given out upon his arrival.

As we go to press, the grateful information comes to hand that bicycles will be transported free on the Pennsylvania and Reading railroads on the occasion of the bi-centennial of Philadelphia, Oct. 26th. This should remove any doubts in the mind of the wheelman, and will, we hope, prove an extra inducement for a still larger gathering than was hoped for. We hope to be able to present in our next a railroad timetable and other necessary information.

FOREIGN NOTES.

THE AMATEUR CHAMPIONSHIPS OF IRELAND.

On Saturday, September 23d, at Lansdowne Road, the annual races for the championship of Ireland were held. There was not much in the way of record breaking down on Saturday. Indeed, it is very curious how much our bicyclists are behind the best English form. The competitors on Saturday were, with the exception of Craig and Woodside, very moderate, some of our best men having been prevented from competing by one cause or another. A. M. Wright was the most notable absentee, but such men as Ard, Butler, Murchison and Keating would have been a great improvement on Baily, Whittaker and Wardell, none of whom have the smallest pretensions to championship honors. For each event a standard, which if the second did not reach he got no prize. These standards were: for the mile, 3m. 3s.; four miles, 13m.; ten miles, 33m. As will be seen by the annexed return, those standards were never reached during the meeting, and we must, therefore, infer that the committee overrated the men who were likely to compete. It should be mentioned that this meeting was held for the first time by the comparatively newly formed Irish Bicycle Association, to which we wish all success. On next Saturday the Fifty Miles Championship of Ireland will take place in the Phoenix Park. Details:

ONE MILE CHAMPIONSHIP.

J. H. Craig, Irish Champion B.C. (1); W. M. Woodside, Coleraine (2); G. Wardell, Waterford B.C. (3). Craig, as usual, started at a desperate pace, and was soon fifteen yards in front. Woodside, however, soon caught him up and made several plucky efforts to get by, but the Dublin man always had the foot on him, and coming away in the last hundred yards won very cleverly by ten yards; Wardell outclassed and outpaced throughout, 150 yards off. Time, 3m. 7½s.

FOUR MILES CHAMPIONSHIP.

J. H. Craig, Irish Champion B.C. (1); W. M. Woodside, Coleraine (2); G. Wardell, Waterford (3). This race requires little description. Craig led for first lap, when Woodside went to front, and led for three miles, and Wardell, who had been dropping farther and farther behind, was lapped and fell out. In the last mile Craig made some determined efforts to take the lead, but was always stalled off until about 200 yards from home, when, coming with a tremendous dash, he got past and won by ten yards. Time, 13m. 53½s.

TEN MILES CHAMPIONSHIP.

W. M. Woodside, Coleraine, (1); J. B. Whittaker, Metropolitan (2); E. O. Baily, Phoenix (3); H. A. Taylor, I.C.B.C. (4). The race was a mere procession. Woodside almost immediately went in front, with Taylor second, for about three miles, when the latter fell and took no further part in the race. Woodside kept

pegging along, and won by over two laps from Whittaker, who was nearly a lap in front of Baily. Time of each mile: 1st, 3m. 25s.; 2d, 6m. 43s.; 3d, 10m. 7s.; 4th, 13m. 25s.; 5th, 16m. 52s.; 6th, 20m. 16s.; 7th, 23m. 42s.; 8th, 27m. 13s.; 9th, 30m. 41s.; 10th, 34m. 34-5s.—*The Cyclist*.

FROM THE CLUBS.

BROOKLYN.—The Brooklyn Bicycle Club held their monthly meeting Tuesday evening last, the 3rd inst. No business of any importance was transacted. The resignation of Mr. Andrews Preston was offered and accepted with regret. Mr. Preston resigned on account of having so little time to devote to riding, and has disposed of his wheel. He expresses regret at being obliged to give up the sport, but says he will always have a great deal of interest in matters relating to the same, and wishes the club all prosperity. The question of the annual club run of this club came up and was discussed (the annual run takes place on Election day), all present voted to go to Morristown, N. J., via Orange. The matter was left in the hands of Capt. Gullen to make the necessary arrangements, etc. The moonlight run that was to be, did not take place on account of a storm. The club will meet on Breeze Hill, Prospect Park, Saturday afternoon, the 14th inst., to be photographed.

WHEELING WHEELMEN.—The Nail City Bicycle Club, of Wheeling, W. Va., voted to change their name to the Wheeling Wheelmen. They have at present a membership of sixteen, with a prospect of increasing their number by next spring.

AERIEL.—The first meet of the Aerial Bicycle Club, of Chicago, will be held October 14th and 15th, 1882. The parade will start from the Leland Hotel, corner of Jackson Street and Michigan Avenue, Saturday, the 14th, at 3 P. M., in the following order: Milwaukee Bicycle Club, Chicago Bicycle Club, Owl Bicycle Club, Aerial Bicycle Club. All wheelmen are requested to be present at the appointed time, in order that there may be no delay in effecting a start. The parade will be through the principal streets of the South Side. The programme for Sunday will be announced hereafter.

GEO. KEEN, Captain.

MANHATTAN.—Early in the spring of 1880 a number of enthusiastic riders, to the number of fourteen, met at 791 Fifth avenue one bright morning for a run to Coney Island. The route was to Harlem when the boat was met, landing them at Peck Slip. The jolly crowd soon reached the Brooklyn side and were soon *en route* for Coney Island. During the very sociable run the subject of organizing a club was talked up, there being only one other club, the New York, then in existence. It was a very representative gathering. Among the number were H. Edwards Ficken, the champion hurdle jumper, J. Frank Burrill, the first recording secretary of the

L. A. W., Chas. W. Miner, a well-known lawyer, Rawson Underhill and Philip Timpson, familiar names on the cinder path, also P. Fred Bruner and others. The organization was perfected and officers were chosen. The club secured headquarters at 791 Fifth avenue, which was then in its prime, and the prospects looked bright for a powerful and lasting organization. A uniform of blue throughout was selected which figures prominently in the picture of the Newport meet. The club grew steadily in membership until it numbered about thirty-five active men. The racing element was prominent and no less than sixty-seven medals were brought into the club during one season. The hands of time wheeled on, the date of the League Meet arrived, and the Manhattan Club with its delegation of eighteen members was the largest of any club outside the immediate vicinity of Boston who were present at the Second League Meet at the Hub.

A natural reaction set in. The rapid growth of the Club had brought into it a rather fast set, who, in their attempts to run the club in a high handed manner, almost caused its ruin. A new party sprung up and the club was reorganized. A new constitution and by-laws was framed, and a new board of officers elected, as follows: President, Randolph Hurry; Captain, Fred. G. Bourne; Lieutenant, Fred. Jenkins; Secretary, Fred. A. Coleman; Treasurer, E. H. Jewett and Bugler H. H. Meyer. Although many have resigned, yet the roll at the present time of writing present a creditable appearance, and has among its ranks many representative wheelmen.

What we would Like to Know.

Why the president of a local bicycle club takes twenty-two hops to get on his machine.

Why Pitman wears so many amateur medals on his breast, and yet is not a member of the League.

Whether the Manhattan Club cannot survive the depressing (?) influences of "Chic."

Whether Capt. E. C. Hodges will be a candidate next year.

What he will be candidate for.

How much commission he made on the fares to Chicago and back.

Whether Skipper Hodges is really an old salt or a fresh water yachtsman.

Whether he is running the Boston Bicycle Club too near the shoals.

If the New York clubs will have a large delegation at Philadelphia.

If Jimmy Revell will get up another ball.

How the Ixion Club like him for a bed fellow.

Why Frank Fullerton wants his attachment to be considered a failure.

Why it don't take half a horse power to run the concern.

What has become of the "boom" we heard so much about lately.

Whether club secretaries will send us the news we want.

Where the League race meeting will be held.

How much money they will lose on it.

How long the road record will stand.

LONG BICYCLE JOURNEY.

CHEYENNE, WY. T., Oct. 4, 1882.

Will Ross, a journalist and bicycle tourist, of Danville, Ill., who started for San Francisco on a bicycle six weeks ago, has arrived here. On account of the lateness of the season he will go no further, there being danger of his becoming snow bound in the mountains. Mr. Rose came 1,400 on his bicycle.

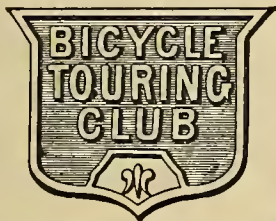
COMING EVENTS.

October 14. Three-mile race at Stenton, Pa., at 2 P. M. Fall games of the Olympic Athletic Club. Fee, 50 cents, to Wm. Wunder, Secretary, 47 Rittenhouse Street, Germantown, Philadelphia, Pa.

October 17. Entries close for one and three-mile race at games of Young America Cricket Club, to be held at Stenton, October 21st. Entrance fee 50 cents, to be sent to Percy C. Madina, 201 Walnut Place, Philadelphia, Pa.

October 26. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

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PHILADELPHIA, PENNA.

Thursday, 26th October, 1882.

Grand Bicycle Meet
IN FAIRMOUNT PARK,

AT 10 O'CLOCK, A. M.

Race Meeting at the Gentlemen's Driving Park, near Belmont Mansion,
at 3 o'clock, P. M.

PROGRAMME FOR THE RACES IS AS FOLLOWS:

ONE MILE, in heats. Open to all Amateurs.

TWO MILE Handicap. 200 yards limit. Open to all Amateurs.

ONE MILE Race for novices. Open to all never having won a first prize.

HALF MILE DASH. L. A. W. men only.

FIVE MILE Handicap. All Amateurs.

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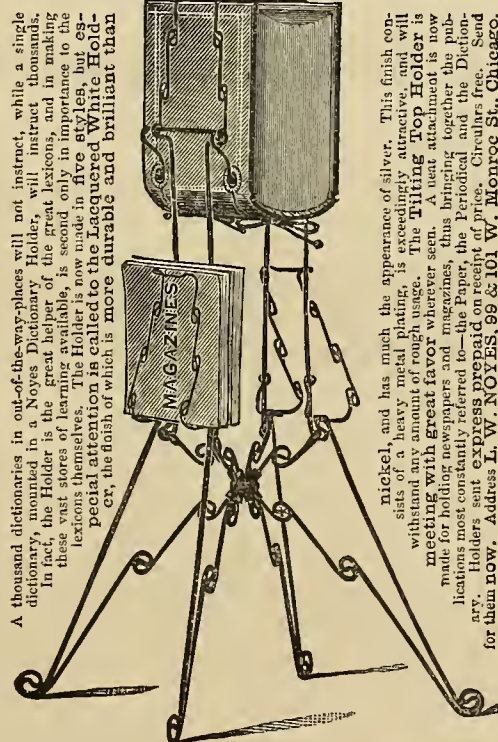
BEST FANCY RIDING. Single.

Send entrance fee \$1 (returnable to starter) to Geo. D. Gideon, 2023 Ridge Ave. Entries close October 20th.

A general invitation is extended to Wheelmen to take part in the Meet and Races.

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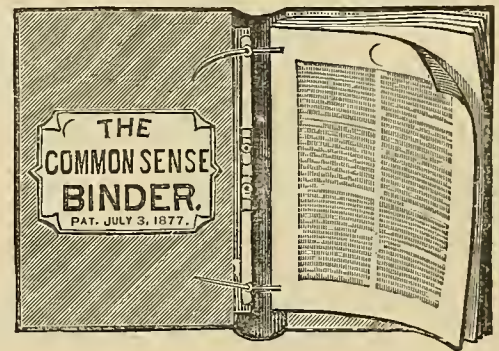


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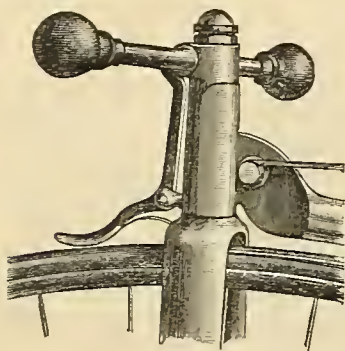
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