

THE WHEEL.

A Journal of Bicycling.

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NOVEMBER 23, 1881.

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SCHUYLER & DUANE,
Importers and Dealers in Bicycles,
189 BROADWAY, NEW YORK.

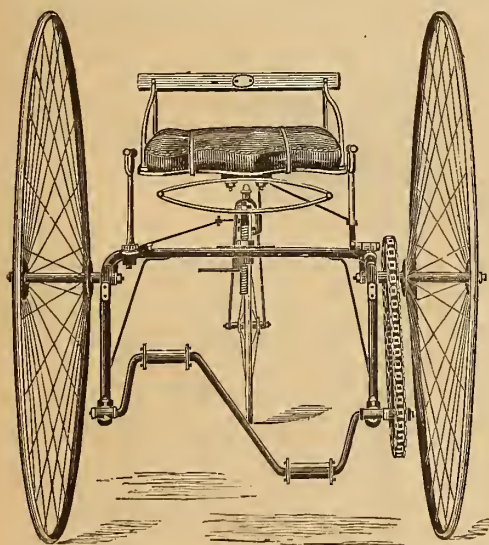
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THE CELEBRATED TRICYCLES, the CHALLENGE No. 2, THE ROYAL SALVO, and other unexcelled English Tricycles in stock and

on short order. Our TRIOCYCLE for three riders now perfected.

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NIANTIC STOCKINGS, ribbed, all wool, long legs, good weight, price \$2.00 a pair. Clubs supplied with any desired color. GOSSAMER RUBBER CAPES, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case, weight only 10 ozs., price \$2.50. CANVAS SHOES, with corrugated rubber taps, sewed, price \$4.50. HANDY TOOL BAGS, price \$2.00. ACME BICYCLE STANDS, price \$2.00. CRADLE SPRINGS, price \$6.00. M. I. P. BAGS, plain, price \$4.00, rubber cloth lined, price \$5.00. Lamps, Bells, Belts, Cyclometers, and all other bicycle and tricycle supplies and outfittings kept in stock.

Pratt's American Bicycler, price 50cts. Chandler's Bicycle Tour, &c., price \$3.00, and other bicycling literature supplied. Send 3ct. stamp for Illustrated Catalogue and full price lists.

THE POPE MANUFACTURING CO., MAKERS OF THE COLUMBIA BICYCLES, &C.,
597 Washington Street, Boston, Mass.

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PICKINGS AND STEALINGS

All aboard for Thanksgiving Day.

Vennor says it will not rain.

We saw about twenty fat turkeys marching towards the Kingsbridge Hotel the other day.

Beware of the small boy who infests the upper part of Fifth Avenue, and gently inserts a stick in the wheel of the passing bicyclist.

The editor was floored the other day, and damaged a wrist quite badly; the little rascal succeeded in getting away, which is the most aggravating part of the whole business.

The *Bicycling World* enters upon its fourth volume and is already assuming the appearance of a veteran. Its pages continue as bright and clean as ever. "Keep it up" brother Gilman.

The Secretary of the N. A. A. A. writes that that body passed resolutions excusing all competitors who participated in the League races, and a committee will probably be appointed to confer with the League committee and make some satisfactory rules in regard to racing in future.

Mr. Dean of Boston writes us that the letter we re-printed from the *Spirit of the Times* was a private one and not intended for publication. He also adds that Stall's 3m. 7s. is not regarded as a record. Therefore Mr. W. Clark's 3m. 8 1-4s. remains the American record for one mile.

Mr. J. P. Burbank of Salem, Mass., has in press the "*Wheelman's Annual for '82*," which will probably be issued about January 1st. The table of contents, so far as made known, is an appetizing one. A prominent feature, we note, will be a series of specifications for bicycle construction, by the leading wheelmen of the country.

Messrs. E. G. Rideout & Co., 10 Barclay Street, have published a useful pamphlet entitled "Double Entry Book-Keeping Self-Taught," which contains a complete system of double entry as used in the largest commercial houses, and so simplified that the useful art can be readily mastered without a teacher. It can be had for twenty-five cents a copy.

The veteran Jack Goulding assisted by D. D. Sullivan will hold an athletic meeting on Thanksgiving Day at the Polo Grounds in the morning at eleven o'clock. There will be a 100 yds. run, mile run (handicap), 2 mile walk for letter carriers, 75 yds. race for school-boys and several exhibition performances. Entries free, to be sent to the managers. Three prizes will be given in each event.

Messrs. Schuyler & Duane, 189 Broadway, who have done so much during the past year to introduce the Club and Special Club machines, have been appointed sole agents of the Coventry Machinist's Company for the United States. They will probably carry a stock in the spring of over one hundred bicycles and tricycles. A new machine is being prepared for the American market, which we will deal with later on.

There is no earthly reason why wheel papers are not better supported. The subscription prices are so low that it would hurt no one financially to subscribe to them all. Yet we often see reputable wheelmen begging, borrowing or stealing a *WHEEL*, *World* or *Courier* without the slightest hesitation. And, as a rule, these men are most free with their criticisms. Give us support brothers and then you may criticise all you want. It will hurt nobody but the trash basket.

A short while ago we published a letter from a New York gentleman offering to contribute towards a prize to be given to the winner of a mile race open to first-class men, mentioning Messrs. Frye, Smith, Gideon, Stall, Woodside, Reed and Powell. Since that time six gentlemen have offered to contribute \$5.00 each, provided the \$100 can be raised. We should like to hear from Boston and Philadelphia. The season is rapidly drawing to a close and no time is to be lost. With such a list of entries a fine race would be the result, and probably the record for one mile would be lowered.

Mr. Elihu Vedder, the well-known American artist, lately returned from Rome, has been working since last summer upon a permanent cover for *The Century Magazine*. The new cover, which is just completed, is to consist, not of one design, but really of five—four of them for the different seasons of the year. Surrounding each are appropriate emblems for every month in the year, and in each will appear an emblematical female figure of great dignity. The mid-winter cover will, perhaps, be the most striking of all, as in the background is seen the Aurora Borealis. The general color of the paper of the present cover will be preserved, whilst the ink will be of a somewhat deeper tint, and the general massing of the letters will also be retained: otherwise, the design is entirely fresh and original.

PERSONAL

In our report of the Manhattan Bi. Club meeting we stated that Mr. Francis K. Grain had resigned. This was an error, as the gentleman who tendered his resignation was Mr. Wallace.

Mr. C. H. Genslinger has been elected president of the New Orleans Bi. Club.

Mr. Geo. D. Gideon is the happy possessor of a 58 in. Harvard light roadster. It carried its owner over the first mile in 3m. 19s.

Mr. Powell of the Germantown Club claims a record of 1m. 24 1-4s. for a half mile.

The Rev. Arthur Edwards, editor of the Chicago *Christian Advocate*, has returned from his European bicycle tour, having, accompanied by his son, wheeled over 1,200 miles of Great Britain and the Continent. Their longest day's journey was fifty-nine miles, and the shortest eighteen miles. The average daily expenditure for both was \$2.60, and the total expense for repairs was sixty cents.

Mr. William Winter, of the New York *Tribune*, is an enthusiastic wheelman, having caught the fever from his son, Mr. Preston Winter. The latter laughingly complains that his father has "taken his machine away from him," and insists on riding all the time. Father and son intend making a tour of England on the wheel next season. Mr. Winter, Sr., will describe the trip in a series of letters to the *Tribune*, and also work it up for a magazine article—his son, who has artistic talent, making the sketches. The latter is now agent for Miss Genevieve Ward.—*Bi. World*.

DASTARDLY ASSAULT. AN IMPORTANT DECISION.

On Friday evening, October 8th, Mr. Alexander Schwalbach, sub-Captain of the Kings County Wheelmen, accompanied by his brother Charles, started from their residence in Brooklyn for a short ride. While passing Bedford and Lafayette Avenues, a gang of young roughs ran out and endeavored to upset the two bicyclers, who managed to evade them and rode on. Having

finished their ride they turned back, and when opposite the same spot, Mr. Chas. Schwalbach being ahead, the gang again made their appearance and tried to upset Mr. Alex. Schwalbach. Failing in this, one of them grasped the backbone of his machine; he then to save himself, jumped off and collared one of the boys named James Collins. A large crowd of roughs assembled, and while Mr. Schwalbach still held the boy, a groceryman, John H. Huckle, ran from the opposite side of the street and endeavored to pull the boy away. Failing in this, he struck Mr. Schwalbach a terrific blow in the eye. The gang of roughs, headed by one Henry Folger, then brutally assaulted Mr. Schwalbach, who, though aided by his brother could not withstand such odds. At the conclusion of the melee, two officers made their appearance, and Mr. Schwalbach, who was much disfigured, went the next morning to Judge Fisher's court, and took out warrants for Huckle and Folger. They were arrested that afternoon and locked up till Monday, when a preliminary examination took place, and the case was adjourned till Thursday last, when Mr. Schwalbach was represented by ex-Judge A. H. Dailey, counsel for the Kings County wheelmen. Huckle was represented by ex-Senator Allaban, and Folger by Counsellor Thompson. After some four hours speech making by the various counsel and innumerable testimony, during which Mr. Thompson tried to make out that Mr. Schwalbach had *no right to ride* on a public thoroughfare, Judge Fisher summed up—acquitted Huckle—as it could not be positively proved that he struck Mr. Schwalbach, and convicted Folger but deferred sentence.

Ex-Judge Dailey, in his summing up, referred eloquently to the rights of bicyclers, and the high standing they held in the community. Judge Fisher told the witnesses at the conclusion of the trial, that the bicyclers had a perfect right of way on the road, and that as far as he could see, the City Fathers had done well to allow them certain privileges. He wanted every police officer within hearing of his voice, to understand that bicyclers had an equal right of way with carriage riders and horsemen. As Mr. Schwalbach is a member of the League, and this case (which he has carried through to the undoubted advantage of Brooklyn bicyclers) has cost him a good deal of time and money, we think that the League would do well to consider the question with a view to defraying all or part of his expenses.—*Courier*.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.
Boston, Mass.

Savin Hill, Dorchester,

MEMBERSHIP.

The following applications have been received by the C. C. and by him forwarded under date of November 15th, 1881, for the action of the Executive:

J. L. Ayer, S. B. C., 38 West Street, Boston, Mass.
J. G. Carpenter, W. B. B. C., Wilkesbarre, Pa.
Arthur Hoppock, 52 Broadway, New York City.
Edward G. Mercer, W. B. B. C., Wilkesbarre, Pa.

RENEWALS.

Col. Albert A. Pope, Mass. B. C., Newton Centre, Mass.
E. W. Pope, M. B. C., 597 Washington St., Boston, Mass.

THE MISSING TICKETS AND BADGES.

In response to the notice in THE WHEEL a number of members have notified the C. C. of the non-arrival of their tickets or badges, or of both. The list has been revised and corrected, and is now believed to be complete and accurate as below.

The delay in the badges is due to the refusal of the postal authorities to receive through the mail, in matter not admissible under the protective tariff of this country. Arrangements are now being perfected to avoid delays of this nature in future.

The non-arrival of the membership tickets has been traced to a miscarriage in the mail, but whether from this side or the other is not apparent. In order however that the least possible further delay may be incurred, the names as under have been again forwarded, accompanied in each case with the required amount. The members interested may therefore look with confidence for the arrival of their missing property in due course; In cases where this may result in TWO tickets or badges being received, members are asked to kindly return ONE of them to the C. C., as above.

LIST OF NAMES.

Burrill J. Frank, 23 Park Row, N. Y. City,	for badge & ticket.
Bruner P. Fred., 28 W. 58th St., N. Y. City,	" "
Coleman F. A., Windsor Hotel, N. Y. City,	" "
Clark S. T., Biddle St., Baltimore, Md.,	badge only.
Dyer J. T., Court St., Boston Mass.,	" "
Falk J. L., 455 Broadway, N. Y. City,	badge & ticket.
Falk Geo. W., 455 Broadway, N. Y. City,	" "
Gilman W. V., Nashua, N. H.,	" "
Hayward T. A., Susquehanna, Pa.,	" "
Hobart W. D., 62 Leonard St., N. Y. City,	" "
Jenkins Fred., 75 Fulton Street, N. Y.,	badge only.
Jewett Ed. H., 181 Front St., N. Y. City,	badge & ticket.
Kidder N. T., Milton, Mass.,	" "
Meyer H. H., 33 Exchange Place, N. Y. City,	" "
Minor Chas. W., Coal and Iron Exc., N. Y. City,	" "
Miller F. A., Susquehanna, Pa.,	" "
Whyte Clymer, Baltimore, Md.,	badge only.

The C. C. will be glad to receive and promptly attend to any corrections or additions to the foregoing that may be necessary.

OUR EXCHANGES.

"The December number of Lippincott's Magazine, which completes the second volume of the new series, is an excellent specimen of this bright and entertaining periodical. The opening article, "Fishing in Virginia Waters," by John C. Carpenter, is a fresh and lively piece of writing and beautifully illustrated. "Through the Ardennes" is by Dr. Felix L. Oswald, whose descriptive powers are here displayed to the best advantage, the region being one with which he has been familiar from childhood and its picturesque beauty well fitted to kindle enthusiasm. The illustrations are excellent and copious. "Some Impressions of an Open-Air People," by Anna-Bowman Blake, deals with the out-door aspects of Paris in winter and gives glimpses of its domestic life at that season. Dr. William Hunt writes on "Popular Fallacies about Surgery and Doctors," Chauncey Hickox advances some noble views on the subject of the "Presidency," and Alfred Terry Bacon gives a graphic description of a Colorado "Round-up." One of the most interesting contributions is a translation of one of the monologues now so fashionable in Paris: it is a poem in rhyme entitled "The Sergeant," admirably rendered by Mrs. G. W. Latimer, and certain, if well recited, to be strikingly effective.

Sherwood Bonner's serial, "The Valcours," is brought to a happy and ingenious conclusion. "Mother Carey's Chickens," by Henry Baldwin, "Crooked Ways," by Charles Dunning, and "Tid's Wife," by Kate Upson Clark, are short stories of a kind that pleases most magazine readers. There are poems by Carlotta Perry and John B. Tabb, and a variety of short papers in the "Monthly Gossip." The Prospectus for the coming year shows that no effort will be spared by the editor and publishers to maintain the present popular character of the Magazine."

THE WHEEL.

A Journal of Bicycling.

Published on alternate Wednesday mornings by FRED. JENKINS,
75 Fulton street. London agency, *Bicycling Times* office, East
Temple Chambers, Whitefriars street, Fleet street.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

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

75 Fulton Street, New York.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, November 23, 1881.

THE TRICYCLE.

III.

At pretty regular intervals, some amateur solemnly gives, in the wheel press, his specification for a tri. which will be indeed the ultimate thing. Unless he rings in some quite impossible feature—such as ability to run twenty miles an hour—he is found, when all his details are in, to have described substantially patterns already in use, and this suggests the remark that in essentials the tri. has been pretty well boiled down already.

Conceive it as a new thing, and how shall it be put together? It must have three wheels, and a frame to hold them. It may have two large wheels, and a small one behind them and in a line with the rider; the small wheel may go either first or behind, and nine tris. out of ten have one of these two forms. The small wheel may be in line with one of the large ones; there may be two small wheels in line with each other, with a large driver off at one side, as in one make only, the Coventry Rotary; there may be two small wheels side by side, with a big driver following behind and in line with the rider, as in the Challenge; or the first-named type may have a backbone straddled by the rider and the two large wheels may both drive and steerer, as in the Hummer. A style formerly favored but now going out of use has a large driving wheel, 48 to 54 inches, with a "carrying wheel" opposite about 32 to 34 inches diameter, and the steerer behind; the object of reducing the non-driving wheel was to save weight. These are all the styles in use, other variations being in details of driving, steering, etc.; it is also safe to say that no practical tricycle can be produced outside of these several types.

In machines carrying the steering wheel in front, the frame is very commonly continuous; that is, it resembles a blunt-ended eclipse which has been first bent at right angles near the middle and then again bent in the original direction. When frames are thus made, a straight and continuous axle sometimes connects the large wheels: but more commonly, in either front steerers or back steerers, those wheels are attached to the frame by the pins on which they turn. If the two wheels are joined at all they cannot be joined rigidly, on account of turning. On any curve the outer wheel must run faster than the inner, or something will break. On railroads, the face of the wheel is coned slightly, and on a curve the outer wheel runs on a larger diameter while the inner one slips down and runs on a smaller; wagon wheels avoid trouble by being loose on the axles; the parallel wheels of a tri. *must* run independent of each other. This necessity causes

the great majority of machines to be "single drivers."

The most usual form of tri.—single driving and rear steering—has the "hay-fork" frame. The two tines are bent downward about half way between their ends and their junction; the ends of the tines carry the cranked pedal shaft; the large wheels are attached where the downward bend begins; the steering wheel is at the end of the "handle" behind, and the seat is at the junction of handle and fork. The pedal-shaft involves an added friction and complication of parts, which could be saved were the wheels connected directly by a cranked axle. They might be, but for the rider's legs. To find room for those—if the axle were cranked—the rider would have to sit up a level with the top of the wheels or above them, (as he does on the bicycle) or else well back of the wheels; in the latter case he would be behind his pedals instead of over them, and in either case the centre of gravity would be so high that he would upset, on very slight provocation.

Large wheels are from 50 to 54 inches down to 40; a few have 36, and one has 30; the average is probably 40 to 44. The largest wheels generally run "plain"—that is, one revolution of the wheels for each revolution of pedals, but sometimes are "geared down" for power; the smaller sizes are generally "geared up" for speed. The steering wheel varies from 16 to 22 inches and usually runs on cones, as in the bi; large wheels, on plain parallel bearings. The cranked pedal shaft is connected to the wheel by geared wheels or by a chain, the latter being far the more common; each method has its good and bad points. A few double-drivers work direct on both wheels by separate pulleys and chains; but in most cases a single pulley and chain works directly on one wheel, the power being transmitted to the other large wheel by more or less complicated gearing-boxes; such machines generally have a continuous axle. Of course, when the single-driver widens into a double machine, it attaches a chain and pulley to the other wheel and becomes a double-driver, each wheel and rider working independently. Bicycle cranks and pedals might be used instead of the cranked shaft, each wheel being driven by its own pedal; this would be double-driving, but the pedals would instantly get out of relation to each other, the feet working together, oppositely, or just as they happened to go. One machine (the Defiance) has bicycle cranks in this way, but they do not go independently—being connected to the continuous axle—and the machine is really a single driver, though professedly a double. The seat is almost always borne on elliptical springs. It has always a considerable vertical adjustment, and often a horizontal one also. The steering is almost always effected by a rack-and-pinion, in connection with a spade-handle on the right; a fixed handle to pull against is on the left, and also the brake. The brake is very commonly a spoon on the steering wheel, but this is of very little value (as it is on the bicycle) and ought to be abandoned entirely. A "ground" brake is used on a few machines, but this is objectionable. The best brakes are the spoon on large wheel, or the "strap" gripping a drum on the wheel hub or axle; but either of these should operate on *both* wheels, or it is very dangerous. Either of these forms is efficient, and each has its advocates. The first seats used were bicycle saddles. Then cushioned seats, like wagon seats, were used, but they are hot, inconvenient, and bad. The suspension saddle is made larger for the tri, with or without a back rest; open bent-wood seats are also used; but Lamplugh & Brown have now brought out a new suspension seat—a modification of their universally used saddle—which is marvellously comfortable and takes the cake.

Single driving is contrary to theory, which promptly declares that as only one side is driven the machine will go round and round, or else drag the steerer. It has been likened to rowing a boat with one oar, and keeping it in a straight course by the rudder. This is all very well, but theory is sometimes knocked out of time by facts. The makers of sewing machines having a continuous rotary motion of the stitch-making apparatus used to prove that shuttle-stitch machines must needs waste a great deal of power, for the shuttle has to be started, moved forward, stopped, started, moved back again, and stopped, all for every stitch. The demonstration was unanswerable, but the fact that the shuttle-machine works perfectly well is more so. It is perfectly demonstrable that the single-driving tri. must run both hard and crooked; but the *fact* is that it does nothing of the kind. That double-driving is preferable is undeniable, and on very heavy roads—mud, sand, and stones—the difference may perhaps be noticeable; but experience proves it to be less than is generally supposed.

Between front and rear steering there is a still unsettled rivalry; the latter is yet very largely in the majority. Rear steering has an unquestioned advantage in point of luggage-carrying, but its chief (and most important) advantage is in having *an open front*, nothing being in the way in getting on or off; this is a vast convenience always, and contributes immensely to safety in case of danger. It is commonly said that if much weight is put on pedals in a rear steerer it is liable to tilt up, of course instantly impairing or quite suspending the steering. Doubtless this is true of some machines, but that it need not be true (if machines are properly made) the writer knows, for he has driven rear-steering machines up heavy hills, standing squarely on the pedals, and without any perceptible effect upon the steering. It is also his belief that the front steerer, other things being equal, is harder to drive than the other; but his experience with that class is not yet sufficient to justify much emphasis on this point.

J. W.

"THE CUNNINGHAM CO."

"A rose by any other name would smell as sweet"—so goes the saying, and our many readers will not fail to recognize, under the title of The Cunningham Company, the plucky firm which in 1877, under the name of Cunningham, Heath & Co., afterwards changed to Cunningham & Co., introduced the bicycle to the American public.

The policy of this firm in offering only the best productions of the English makers at a small margin rather than flood the market with a cheap grade of machines, which would have found a ready sale and yielded an enormous profit, is certainly commendable. Had the latter policy been carried out, its disastrous effect on the future of bicycling at that early period would be by now only too apparent.

Among all their productions probably none has found so many admirers as the "Harvard." As a roadster it is a marvel of strength and beauty, on the racing path it has carried many a rider to victory. Its well-known form needs no description. Closely following the "Harvard" comes the "Yale," which, although probably not so well known, is rapidly coming into favor with our best riders. The "Shadow," "Special Timberlake," "Matchless," and others which have been described in these columns, are also among their list.

In the matter of sundries of every description this firm holds its own. Should we attempt to describe everything it would take

too much space, and we refer the reader to their illustrated catalogue, which will be sent upon application. We have no doubt that all riders, whether fortunate possessors of their beautiful productions or not, will join with us in wishing long life and continued prosperity to the oldest bicycle concern in the country.

IS THE LEAGUE A SUCCESS?

II.

Since writing my former letter, touching on the responsibility of the League toward its members I have been pleased to notice that the Committee to forward Consular work, appointed by the Directors at their late meeting, have taken the matter in hand with a vim which is full of cheer and promise for the future. The gentlemen selected are practical men and thorough wheelmen, from such, good results will surely emanate. Nevertheless, I cannot acquit the L. A. W. management from the sin of omission.

The Constitution of the League is explicit as it can be made, defining instruction to be given by the Directors to Consuls, and the information to be furnished by Consuls to Directors and members as required. Vide Sec. 7-8.

Sec. 7. provides that the Directors for each State or district, shall appoint in every town or city that has a League member, a Consul or Consuls, etc. I find on taking the Hand-book that there are nearly ninety towns or cities in the U. S., containing a League member or members that are without Consuls.

Sec. 8. provides that Consuls shall acquire and give information as to roads, hotels, laws, etc.

In awaiting the issue and possession of the promised hand-book, my expectations were somewhat *up*, and though I did not expect anything like a perfect route book or complete list of hotels, tariffs, etc., yet I disbursed my little thirty cents expecting at least to get some information of value. Putting the partially complete Consul list aside (and its incompleteness is a source of aggravation instead of use) there is nothing of real value in the book. The Constitution has already been published through the medium of one of our bicycling papers. As complete a list as that of the Consuls in the hand-book, would have been furnished gratis to the patrons of THE WHEEL, had not influence been brought to bear to prevent it. So you will see that, the "*valuable information*," for which we gullible men paid thirty cents, would require one of Sam Weller's "double hextra" magnifying glasses to discover.

Summing up the facts: the Directors and Consuls have been apathetic in discharge of their duties; they have not furnished for publication one single fact as to any hotel rate, road, route or law. The Directors have had eighteen months in which to get from the Consuls information as set forth in Sec. 7-8. The Consuls have had like time to furnish same. The proficient manner in which these officials have executed the trusts and instructions imposed, is eloquently told by referring to the *blank* pages of the so-called Hand-book.

"Comparisons are odious," so says W. S., nevertheless I must compare the efficiency of a similar organization in England with efficacy as shown by the L. A. W.

The B. T. C. had been organized eighteen months when it had 3356 members, 700 hotel headquarters, and 410 Consuls.

The L. A. W. up to August '81 had about 1800 members, 190 Consuls, and not a single hotel named. This is taking the official Hand-book as authority.

The B. T. C. issue to its members free, a hand-book giving full list of Consuls and hotels, and information as to routes. In connection with this hand-book there is issued monthly a list giving changes and addition of the Consular, hotel and route lists.

It is absurd to expect that in the U. S. we can secure uniform rates from hotels, the same as in England. In many instances it will be found impossible to get any reduction whatever, but it is not impossible or unreasonable to require the Directors through their Consuls, to designate one or more hotels (with or without reduction) in their district, and give the prices per day, per meal and for a lodging; the grade of such hotels as near as they can judge. Let the Consul invariably name and locate the best house in his district, with rates, so that if there is any choice a man may

take it, even though such house be not officially appointed headquarters.

It is unreasonable to expect anything approaching a complete road book for some time to come; yet a good deal of valuable information could have been obtained on this point, had the trouble been taken. The main lines of travel between principal cities of the Eastern, Middle and part of the Western States, have been passed over by riders time and time again. The combined experience of such as could easily have been reached, condensed and put in form, would be of incalculable value for publication.

The *World* of Nov. 4th contains a letter from Consul Dean of Boston, in which that energetic and level headed gentleman makes some excellent suggestions as to appointing hotel headquarters, and making a route book. Relative to the hotels, tariffs, etc., his ideas are sound and perfectly practicable; the route book scheme is equally good and feasible, and if the Directors will only wake up, supply the ninety towns and cities which are now Consulless with live Consuls; furnish all such with proper blanks relating to hotels and routes, and insist on returns from them, I do not doubt but that the result will be such as to encourage present members to stick to, and new members to join, the League. Certainly the time has come when some solid advantage must be made evident to the wheelmen of America and to those who have joined the League, otherwise * * * ?

The Directors as a body cannot shirk the charge of indifference, for had they put in any kind of work some result would have been apparent, even if in a slight way. What is being done now, could and should have been done a year ago.

The very nature of things, so different in this country and England does of necessity preclude the possibility of the L.A.W. approaching the completeness in detail shown in the organization and working of the B. T. C., but the advantages derived from these sister organizations is so widely different that we cannot compare them, only so far as the spirit of the constitutions go.

In looking over the Hand-book my fond expectations were, that I should find a complete list of Consuls, a list of hotels, a complete list of League clubs, with the Secretary's name and address, and a start toward a route book. It is needless to say that my fond expectations received a clip right between the eyes.—the valuable information was not "thar." The hand-book is undeniable evidence of the absolute neglect of the Directors and Consuls to furnish information as indicated in Sec. 7-8.

In these hastily condensed facts, I have attempted to avoid all side issues and at the same time state as tritely as I possibly could the main points of complaint *vs.* the management of the L. A. W. Occasionally I may have indulged in an opinion or a suggestion, the wisdom of these may be disputed, but the FACTS relating to the action of the management, and the results shown, are absolutely incontrovertible.

To be terse and to cover the entire ground contained in this question, is difficult. I have avoided verbosity, and I think I have touched on all points. In conclusion I would say let the Directors see to it that in the future their answer to my caption be in the affirmative, and be able to prove it as conclusively by facts as the present answer is as positively proven to be in the negative.

ACTIVELY.

CORRESPONDENCE.

MT. VERNON, November 18th, 1881.

Editor of THE WHEEL: As an enthusiastic bicyclist, I am always ready to put my shoulder to THE WHEEL and help it along. I am pleased to see the push that is exhibited in the eight page WHEEL, which I hope to see enlarged to a full size sixty-four, before the close of 1882. Its wide-awake editor is entitled to the hearty support of all wheelmen. I should like to hear more from our brother wheelmen of the Empire State, through its columns. It is the medium through which the wheelmen of New York City and its suburbs may become acquainted and form pleasant associations.

I hail from Mt. Vernon, a pretty village of seven thousand inhabitants, situated only fourteen miles from the New York City bicycling headquarters.

Last spring there was a solitary wheelman in this place; he used to glide about our streets so quietly and easily that he be-

came the admired of all; although he did not ride an elegant machine, still it was enough to start the fever in Mt. Vernon, and before the summer was past the wheels rolled into the possession of Mt. Vernonites until now we can boast of a club of eight members uniformed and owning Columbia bicycles, and there are many more young men of the village who have the fever, whom we hope will swell our ranks in the spring. There has not been a bicycle race in or about N. Y. this past season without some member of our club being present. The people of Mt. Vernon are very much in favor of the steel horse and wish it good speed.

Owners of timid horses often stop us on the road, and request us to allow their horses to smell of our machines and then roll them around the horse until he becomes somewhat accustomed to it. A number of timid horses have become used to the machines in this way. The owners of horses in this place argue in this wise: "if we are to meet these steel horses on our roads, the sooner we get our horses used to them the better for us."

That is what I call a common sense view of the case. May the New York horsemen take heed.

We were very sorry that the rain prevented the carrying out of the programme on election day at 791 Fifth Avenue, as we expected to be present and hoped to form some pleasant acquaintances among the N. Y. City and visiting wheelmen. We hope to have another opportunity to meet with them before long. Our club is looking for suitable quarters for the winter, where we can try some of the fancy riding, pedal mounts, etc.

The roads in our vicinity are fair, a little rough and sandy in places, but a wheelman can get over many pleasant miles with but few dismounts. We have a member of our club whom we have nick-named "the tumbler," who can perform some of the most difficult and wonderful feats in dismounting (unintentional on his part) that I ever saw. Although he is a good rider we many times find things reversed with him, changing places with his machine, etc. It's like riding a trick mule with him. It's—Here I am; and then—Where am I? Another member attempted to ride his machine on a six inch footpath along the edge of a bank; he prefers the middle of the road now, since he has been able to mount again.

I could relate many such comical incidents happening among our members, but will not encroach upon your space. If this does not find your waste basket, I shall endeavor to send you something of more interest from Mt. Vernon another time. Success to THE WHEEL.

BILLY BUNKER.

THE PROFESSIONAL CHAMPIONSHIP.

Boston, October 31st, 1881.

Editor WHEEL.—In reply to the acceptance of my challenge by Prof. F. S. Rollinson, I would say that I admire his opinion of an international race, but I decidedly object to his claiming the one-mile championship of America before he has won it, for, in conversation with numerous riders, I understand he has never won it but only assumed the empty title.

There are numerous professional riders in this part of the country and good ones at that, who would be willing to compete with him, but he has avoided sending them challenges. Why not ride against such men as Wilson, Porter, Edwards, Harrison, Hersey, and numerous other riders before he claims the one mile championship, but as he says he is willing to meet me in a race for the one mile championship of America, he has only to name the amount of stakes and time, provided it is before the arrival of Messrs. Keen and Cooper in this country. My reasons for this is simply to find out who is the best man so as he can compete in an international race (should one be arranged), and one that can say the championship of America for one mile belongs to him by having won it on a track with a machine, and not by one who claims it by virtue of his saying so through the columns of a newspaper, and I would advise him to subscribe to THE WHEEL, so as to keep posted in regards to wheelmen.

Respectfully,

JOHN S. PRINCE,
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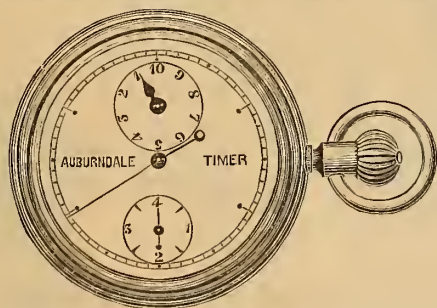
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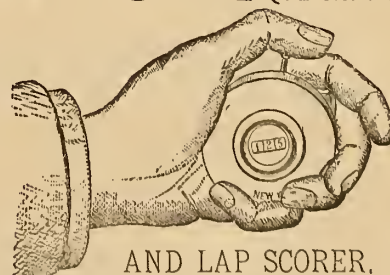
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