

# THE WHEEL.

*A Journal of 'Cycling.*

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

Vol. II. No. 23.]

AUGUST 2, 1882.

[Whole No. 49.]

## THE CUNNINGHAM COMPANY

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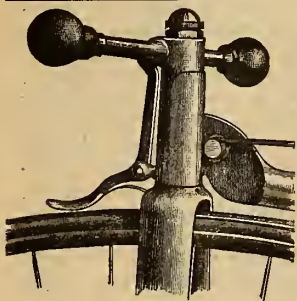
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## PICKINGS AND STEALINGS

Our racing column presents an interesting appearance.

The professional races at Coney Island promise to be genuine contests.

We understand that Mr. Fred. Jenkins will act as Referee and we do not doubt but that any shady business will be promptly exposed.

Agricultural and county fairs are thinking of bicycle races and it is the duty of wheelmen in their vicinity to see that they are properly sanctioned and conducted.

Mr. Fred. A. Coleman the popular secretary of the Manhattan Club sustained a severe fall while on a moonlight run Monday evening, injuring his shoulder and hip. We hope to see him around soon.

The Sea Beach Track will be of boards laid lengthwise all the way around with raised corners, eight or nine laps to the mile. A large number of entries are expected as the prizes are handsome, and Coney Island a very popular place of resort.

The secretary of the Manhattan Athletic Club has sent us definite dates of the fifty mile race in September. Among the contestants we expect to see Wm. Smith, Frank Howard, Benj. G. Sanford. If Chas. Jenkins of Louisville would compete, together with L. H. Johnson, we would expect to see some fine racing. The track is an eight lap oblong cinder path, with rather sharp turns, and hardly suited for very fast time.

Frank W. Weston, Chief Consul B. T. C. sailed for Liverpool in the Samaria, July 22nd, expecting to arrive in time for the Bicycle Touring Club Meet at Harrogate. Mr. Weston will also complete arrangements with the executive for a continuation of the work of the B. T. C. in America under more favorable auspices. A number of the Boston Club men assembled at the wharf to see him off and used the empty champagne bottles as telescopes to watch the father of the club out of sight.

At a series of sporting events recently held in Philadelphia great interest attached to the one mile professional bicycle race, in which there was a lady competitor, namely, Mlle. Louise Armaindo, who was styled in the programme the "Champion Lady Bicyclist." The young lady who had a well knit figure, led off from the start, and proved an easy winner. Her victory was greeted with rounds of applause. In the five mile bicycle race she again confronted J. W. Morgan and T. W. Eck, of Canada. She had got a good lead after several laps had been traversed, when the steering handle of her bicycle broke. Morgan was then second and Eck nearly a lap behind. The latter resigned his bicycle to her, and she struggled gamely to win, but owing to the fact that the machine was  $2\frac{1}{2}$  inches higher than her own, she found it necessary to relinquish the contest amid the sympathetic cheers of the bystanders. Morgan lapped the course three times afterwards in fine style, and of course, earned first honors.—*Exchange*.

## THE BICYCLE IN COURT.

CHARGE AGAINST A BICYCLE RIDER OF OBSTRUCTING A STREET—TESTIMONY AND LEGAL DISCUSSION IN THE CASE.

[Reported for the Baltimore Sun.]

The case of the bicycle rider, R. F. Foster, charged by Col. Wm. P. Maulsby with obstructing the main street of Westminster, Carroll county, on the 17th inst., so as to prevent the passage of a phaeton containing Col. Maulsby and his wife, came up before Justice Gustavus W. Crapster in Westminster for trial yesterday. The complaint sworn to by Col. Maulsby sets forth that the obstruction was by means of a bicycle ridden by Foster; that he refused to stop or dismount, or to do anything to enable the phaeton to pass without danger, the horse being frightened at the bicycle. The charge was made under an ordinance of the mayor and common council of Westminster, which provides that any person who shall obstruct the street so as to prevent the free passage of any vehicle, horseman or footman, shall pay a fine of not more than \$5, nor less than \$1 and costs. The charge was a quasi-criminal one, and was entered in the name of the mayor and common council.

Mr. Foster was admitted by the justice to enter into his own recognizance in \$25 to appear for trial. He is captain of the Badgeless Brotherhood of Baltimore Bicyclists, an associate club of the League of American Wheelmen, which takes care of the legal defense of its members. Mr. B. Howard Haman, president of the brotherhood, was counsel for Mr. Foster. Col. Maulsby, by invitation of Joseph M. Park, counsel for the city corporation, mainly conducted the case for the city. The trial was held in the courthouse, and a number of ladies were among the spectators.

Col. Maulsby was sworn as a witness, but before testifying he said he desired to make a few remarks, and said he was surprised to see so large an assemblage. He could not understand what there was in the case to attract such extraordinary public attention. He had also, he would say, been informed that the matter had been referred to in some manner, he did not know what, in two newspapers of Baltimore city. He had unfortunately been too often during his life the subject of newspaper publications, and it would be gratifying if he could escape any further publicity of that kind. He had so lived as to receive some share of respect, and certainly nothing which is a cause of annoyance to a man's family ought to be a subject of sport or enjoyment on the part of younger persons. He had endeavored to save the young man who was complained against in this case any discomfort not essential to the proper enforcement of the law and the protection of the rights secured by it, and he had offered to be security for the young man on the day the complaint was made.

Mr. Haman replied that the gentleman might feel assured that if there was any discourtesy exhibited in the course of the trial it would not come from young men.

No warrant had been issued, but it was decided that the case could go on without one, though Mr. Haman said the defense waived no rights they may have on that account. Col. Maulsby stated that the charge was not for using a bicycle on the streets, but for using it in such a manner as to interfere with the free passage of other vehicles.

Col. Maulsby testified that some months ago he had purchased a horse in Baltimore which he found would not start off as steadily as he wished, and he was trying to teach the horse to start more gently. On the day in question, he was going with his wife in the phaeton for a drive. He had not proceeded more than fifty feet from his house when he felt, by the movement of the reins, perhaps, that his horse was frightened, for he was not looking at the horse just then, but was bowing to some ladies. He saw a gentleman on a bicycle, ten to twenty yards in front of the horse. There was some cord wood on the pavement near. Witness exclaimed, "Hold up! hold up! get off! get off!" The gentleman did not hold up; he came on. He saw his wife raise her hand towards him in a deprecating way. She said nothing. The gentleman continued to approach, and as he met them he said, in what seemed to witness a rude manner, "If you are afraid of your horse, get off and hold him." I am



told I had spoken in an excitable tone, said the witness. I was not in a very good condition of health, was nervous and I am apt to be excitable on occasions. This may explain the tone in which I addressed the gentleman. Further, the horse had been frightened a short time before by a bicycle, and had broken the carriage. I had not a particle of intention to use a tone that would offend the gentleman. On several previous occasions I had seen gentlemen using bicycles stop or dismount on the approach of horses when there seemed any danger. I thought it was usual for these gentlemen to do so. I have read of accidents in the newspapers, and I thought that was the way to avoid them. I could not have got out of the way; could not have turned the horse without turning towards the bicycle.

The witness was cross-examined by Mr. Haman, and said the main street on which the bicycle was encountered is what is known to persons on the road as the Baltimore and Reisters-town pike. Witness was naturally frightened, and put all his weight on the reins. The horse was eight or ten feet from the curb. The horse was moving in a walk during the difficulty, which lasted but for an instant or two. The bicycle continued on, and they passed each other without any other unruly or frightened behavior of the horse. The horse continued in a condition of affright until after the bicycle had passed. He does not think the horse was frightened by witness's loud tones, because the evidence of affright was given by the horse before witness called out. Witness was rendered nervous by the approach of a bicycle when driving that horse. There are several gentlemen in Westminster who use bicycles. He had seen three before this occurrence.

Mr. Haman asked of the witness if he recollected the language he used after the bicycle had passed.

Col. Maulsby said in his anomalous position of semi-counsel and witness he wished it to appear that he did not volunteer testimony which might be directly applicable to the charge.

Mr. Haman said if the answer would militate against his narrative or would reflect on him he would not insist on his answering.

Col. Maulsby replied that the question was about as far from legal propriety as it could be. That was the only reply he could make in the presence of the court.

Mr. Haman said personal questions could be settled out of court. They claimed to show as a part of their case that Col. Maulsby was in a state of considerable physical excitement.

Col. Maulsby then testified that he cried to the wheelman: "Stop, you scoundrel, and I will make an example of you," or "will settle with you." If he had stopped, said the witness, my intention was to settle the matter there, and I would not then have troubled the justice.

Mr. R. F. Foster testified that he was on his way from Taneytown to Baltimore on his bicycle when he heard noises which he at first thought was a cry of stop thief or a dog fight. He saw a buggy fifty to one hundred yards distant, and as he approached he saw that a person in the carriage was speaking to him in a very excited manner and in so loud a tone that before he could be heard he had to tell him twice—"Suppose you get out and hold your horse, if you are afraid of him." As he rode by, the person called out "You are a scoundrel," and he rode on not considering a person who used such language entitled to respect.

Col. Maulsby took exception to this remark. Mr. Haman explained that the witness did not mean that Col. Maulsby was not worthy of respect, but that a person then unknown to the witness, who used the language referred to, was not entitled to respect.

Mr. Foster, the witness, explained the rules governing the use of bicycles; that they were instructed to look at the horse always and not at the driver, always to dismount for a lady when safe to do so, but never to dismount near enough to frighten the horse, but to sit on the bicycle and hold out his hand, speaking kindly to the horse to quiet him. The bicycle is rather a vehicle of use than a toy for pleasure. It is used in England by business men largely, also for carrying the mails and for many other purposes. There are over 200,000 persons using the bicycle in England.

On cross-examination by Col. Maulsby the witness said the Colonel seemed to be the only person or thing excited and

needing pacification, and he gave him the best advice in his power—the same he had given fifty times before to persons—"If you are afraid of your horse, suppose you get out and hold him." He did not notice until after that remark that a lady was in the carriage. The rule to dismount for ladies does not apply where gentlemen are driving the carriage. Witness considered the words given to a stranger in a loud and commanding tone to dismount from his own vehicle in a public street as impudent. Witness does not think bicycles are regarded by wheelmen as tending to frighten horses. He has known persons to imagine their horses frightened, and put a coat before the horse's eyes to keep the horse from seeing the vehicle, and he has ridden right up to the horse, and on the horse being permitted to look at the bicycle he remained perfectly quiet.

Mr. William L. Seabrook testified that the bicycle was thirty feet from the horse when he heard Judge Maulsby cry "Hold up!" The horse stood still as the bicycle passed, but moved his ears as if nervous or frightened.

S. H. Shriver, D. McKim Cook, bicyclists, and Dr. J. W. Bowers, member of Saco Bicycle Club of Maine, testified that Mr. Foster is a good and careful rider.

Mr. Haman offered in evidence the charter of the city of Westminster, act of 1838, chapter 51, to show that for any injury done on the turnpike the company, and not the city of Westminster, is responsible.

Col. Maulsby said he had some rebutting testimony, understood to be Mrs. Maulsby's, and the case was adjourned till Tuesday next. Messrs. Haman and Foster were presented with bouquets by ladies of Westminster.

When the case came up on Tuesday, the counsel for the corporation of Westminster claimed that the prosecution was groundless, and Justice Crapster very sensibly dismissed the case. Foster entered suit against Maulsby for ten thousand dollars damages.

### A SENSIBLE DECLINATION.

The committee on the forthcoming Exposition parade and pageant of the Queen City, Cincinnati, having invited the Cincinnati Bicycle Club to participate, the latter voted not to accept, and the decision was conveyed to the committee in the following note from the secretary, H. S. Livingston:—

CINCINNATI, 19th July, 1882.

MR. AMOR SMITH, JR., *Chairman*:

*Dear Sir*:—Your request that this club take part in the procession inaugurating the next exposition, and also the address, are to hand. Nothing would give us greater pleasure than to add to the beauty of the procession, which a number of bicyclers would certainly do, to show our citizens the practical utility of bicycles, of which they are, generally speaking, so ignorant. Your address describes in glowing language the progress Cincinnati has made, and the facts which have produced it, but fails to show that the first signs of a city's prosperity are in its streets and highways. Why not in the "representation of the various epochs of the city's history" illustrate the splendid condition of our streets, the elegant drives and boulevards? Of course, as Cincinnati is so much ahead of such cities as Chicago, Cleveland, Detroit, etc., in "position" "abundant capital," "varied creative skill," and "integrity," we can hardly expect her to pay any attention to such trifling matters as respectable streets. No. Those cities, having nothing else to do, can and do think it "agreeable pastime" to devote a little time and care to the condition of their highways; but such progressive cities as Cincinnati, Paddy's Run, Oshkosh, and Milton Cross Roads,—what care they for streets.

We regret the utter impossibility of bicycling over our thoroughfares, and are reluctantly compelled, therefore, to decline the invitation. Whenever our city is possessed of as much enterprise as such towns as Springfield, Dayton, Hamilton, Xenia, etc., bicycling will become of as much practical benefit here as it is in every other first-class city in the country.

*Bicycling World.*



# THE WHEEL.

*A Journal of 'Cycling.*

The Official Organ of the Bicycle Touring Club in America.

EDITED AND PUBLISHED  
BY THE  
WHEEL PUBLISHING COMPANY,

38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.

EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

ENTERED AT THE POST OFFICE AS SECOND CLASS RATES.

NEW YORK, August 2, 1882.

## THE RIGHT OF THE ROAD.

We give considerable space to an account of the trial of Mr. Foster of Baltimore, who was recently arrested for obstructing (?) the road with his bicycle.

It seems now that the animal was frightened by the sudden pulling of the reins, the loud tones of the excited driver, rather than at the bicycle, but the cowardly conduct of the ungentlemanly driver in causing the arrest of the bicyclist, will not be forgotten soon, and the amount of gratuitous advertising Col. Maulsby has received will make him at least feel rather uncomfortable. Of course the legal right to the use of the highway by bicyclists has often been commented upon and needs no repetition here. The bicycle as a vehicle has equal rights to the use of the highways, and any attempt on the part of drivers and others to usurp the same, should be properly resisted as in this case. At the same time it is no more than common justice to expect the wheelmen to obey the laws of the road. Frequently we have complaints, and sometimes just ones, against careless wheelmen, who are often tempted to annoy drivers by reckless conduct in passing teams; to many there is an insane desire to see how near they can come to a horse's head without hitting him. This may be fine sport to the youthful or fresh wheelman, but at the same time it does injury to the growing cause. It is pleasing to notice, however, that the cases are few and far between, and that it is usually the "other side" that is the offending party. At the same time be careful and courteous, it certainly costs little, and a little care on our part will only serve to heighten the impression that all wheelmen are what they should be—gentlemen.

## CORRESPONDENCE.

LOUISVILLE, KY., July 25, 1882.

*Editor of the Wheel.*—A large and delighted audience assembled at the Armory on night of 22nd inst. to witness the club drill, fancy riding, &c. given by members of the Ky. Bi. Club. The occasion being a complimentary benefit tendered to Mr. Charles H. Jenkins in honor of his winning the fifty-mile road championship at Baltimore. The club drill by twelve members was well executed, some of the movements being heartily applauded.

In the fancy riding contest there were three contestants, Owen Thomas, Jr., Wm. Franke and Chas. H. Jenkins.

The first prize, a gold medal, was taken by Franke and second prize, a bicycle cap, by Jenkins.

This was a close contest the majority of the spectators thinking that Jenkins would get the prize until it was announced that Franke had it. We have some good fancy riders in our club, Jenkins and Franke can both do anything that Rollinson did when he was here.

The slow race, length of Armory, was won by Louis E. Welle, Clarence H. Jenkins second. First prize, a gold medal. Second prize, a box of fine cigars.

Eichorn's Orchestra furnished the music which was excellent. After the bicyclists were through with their part of the entertainment a number of young couples took the floor and tripped the light fantastic until a late hour.

Judging from the hearty applause and the happy smiling faces the evening was thoroughly enjoyed by all present.

L'ALLEGRO.

## AT "THE BRANCH."

At 6.30 A. M. Sunday, July 2nd, there started from the rooms of the Germantown Bi. C. in Philadelphia, two lean lank, long-legged, level-headed 'cyclists bound for Long Branch. Jarge and Jidd were they, and they bestrode respectively a 56 inch Expert and a 57 inch Yale roadster. Taking a short cut thro' the mud to Frankford, they travelled steadily up the pike to Trenton, indulging at Bristol in a breakfast such as only the mild appetite of the veteran wheelman can appreciate. Various inquiries by the way had developed the fact that the "great club excursion" which Jarge and Jidd hoped to overtake consisted of two entire members. These venturesome spirits had started precisely at the time stated on notices (3 P. M.) the day before, expecting without guide or captain to traverse the boggy, fertile plains and bottomless sand of the average Jersey road. From the lucid descriptions extracted from a Trenton native these two could have been none other than J. Bings ("tall with straggling whiskers and ears.") and D. Simoom ("fat, kinder, and big shiny machine, both had lamps and one had a little trunk fastened onto his back. Say, how was them lamps hitched on?") Also discovered that they had taken the road to Hightstown two hours before. Some three hours of alternate getting off and falling on found the long 'uns at the last mentioned sand hole—by courtesy, called a town—discussing dinner (?). Here they were volunteered the information that "Them others was goin' to Freehold to grub." So, without wasting much time in the place they climbed saddleward and proceeded vigorously to cover the thirteen miles intervening, before "them others" should get away. At Freehold in a hour and a quarter and there were Bings and Sim. indulging in a siesta after having gorged themselves into a non-rideable frame of mind and body. Owing to frequent internal applications of cherries and milk, Jidd also was somewhat indisposed to ride, so a halt was called and news (?) freely tendered, the native barbarians clustered round the wheels. An hours' rest, and from Freehold on, the roads improved mightily; the pace of the run also, much to Bings' disgust, until finally at 5.30 P. M. Little Silver was reached and we put up for the night. About the longest club-run on record Germantown thinks—95 miles and in one day by two of the members. The principal features of the run were the headers, sand, and unanimity with which the horses decided to be scared. At Little Silver we much enjoyed the quiet, rest, supper and accommodations. (For "accom," read "beer"—obtained by Jarge on the sly. Even Bings indulged.) Monday morning the "club" left for Red Bank to meet the N. Y. delegation—which didn't come. Dr. Marsden, L. A. W. Consul kindly entertained us, however, and allowed us to be very much at home in his office. At noon the raying of a bugle announced the arrival of a dashing dozen bikers, comprising members from Essex, N. Y., and Staten Island Clubs. These, with the Lenox picked up on the way made quite a good showing, particularly at dinner, after which the Doctor kindly piloted us around Red Bank. On the way to Long Branch, via. Sea Bright, about a mile out



it commenced to drizzle, and drizzled some. Jidd apparently liked not the idea of an external moistening so he commenced to "mizzle;" and mizzled some, until he found himself in Sea Bright a few minutes ahead of Jarge. Bings and an Essex man came, rushing in together, and, ten minutes late the main body appeared, completely fizzled. A rest, and the line was formed, parading down the bluff enlivened by strains from one of the best buglers that ever sucked a brass tube. At north Long Branch quarters were found for the night, and the riders settled down to various amusements. Just here, we would say that according to Essex lights it may be a good scheme to send baggage ahead by express, but it's just a little too much fun. Had just as good a time without, no trouble, and who cares for dirt? After tea, Jarge and Jidd conclude to make a call despite said dirt and mosquitos who would cling to the brake and retard our wheels by sharpening their bills on the tyre. Off down the avenue, stop at one of the hotels and while enjoying a little refreshment Jarge gets a "mash"—had just about "caught on" when they are informed by an attendant that they must remove "them things from the paths." Do so, and with the machines, after a few cursory remarks, themselves.

"Riding bicycles faster than 3 miles an hour strictly prohibited"—As no one appears to be about, Jidd fears he is no going quite that fast, so hurries up, Jarge hurries also. Road hard, smooth and up-grade—Jidd hurries some more—also Jarge. Jidd hurries all he knows how and gets a lead of six or eight inches which he keeps for about twenty yards, but at the top of the grade Jarge puts in all the hurry he has to spare and Jidd "gets left." Utter disgust of Jidd who is informed by a small boy that he'd better "get off and look at yerself." Pace is over 3 miles an hour, but as Jarge says, "we'll go two miles and three quarters, then stop fifty minutes 'til the hour's up." Destination soon reached, wheels stacked, and Jidd is introduced to the lady, short and sweet. Two large hammocks are convenient—Jidd with coolness appropriates one and tumbles out back. Remounts and finds Jarge and the lady comfortably smiling at him from the other. Jidd concludes he's left again—an impression that gains strength with the increasing darkness. The darker the stronger, until, when he cannot see the other hammock he is positive that a worse left man there is not in town. Revenge is sweet however and softly repeating:

"Oh woman! in our hours of ease  
Uncertain, coy, and hard to please,  
But seen too oft, familiar with thy face  
We first endure, then pity, then embrace."

he causes confusion in the opposite swing.

After this Jarge is too restless to stay in one place and soon they wheel off; much recrimination on the way to their hotel. A good night's rest however makes it all right, and we are ready for the parade at 10 A. M. July 4th.

The N. Y. men appear, a line is formed, more parading, tooting and staring; down to Elberon, through the Branch. Back again to lauch's where we disband and a dismal eight take dinner—not a bad one either, after the starvation rations we had been subjected to. The rain now commenced but we were dry enough inside, and under the influence of the extra dry accompaniment Jarge became quite enthusiastic. Simi looked with longing eyes at his neighbor's glass. Bings wanted to try the persuasive abilities of his big hoof on the waiter and Jidd insisted upon taking up the "tickups" for the crowd before starting for Home. \*

*Editor of The Wheel.*—I want to enter a mild protest against the way the clip of the McDonnell is constructed. It is soldered on to the case and that in a very flimsy manner. I put mine on a fifty inch wheel and in cleaning up after a twenty mile ride missed the cyclometer, but found it on the floor fortunately. The clamp was still in the spokes but it had come off from the "tape measure" case of the cyclometer. I had it resoldered but only to lose it on the road forever, the next evening. Now why can not the manufacturers rivet the clamp to the case. The cost would be but little more and give better satisfaction. I understand the new Excelsior promises to be

very fine. When will it be ready for market? Tours are in order now, and I want a cyclometer that is accurate and that will enable me to carry a King of the Road lamp. This is what the new Excelsior promises to be and I hope to see the promise fulfilled in the near future.

Yours fraternally,

A. G. ROWLER.

New York, Aug. 1st, 1882,

## GLANCES ABROAD,

CHIPS FROM THE NOTE BOOK OF AN AMERICAN WHEELMAN—HOW ENGLISHMEN RIDE—ENGLISH ROADS.

I came down to Birmingham to see some bicycle races, and having missed the train back I am obliged to stay here all night, but I don't think I shall die of ennui, as B. is a town of four hundred thousand inhabitants. The races were very exciting. The mile was in heats, but I did not bother with the time except the heat in which the scratch man rode, and I took that from one of the judges. Time, 2m. 49s. How is that? I was astonished for although I knew the fellow went fast, I did not credit him with that time. In the final heat I took his time and found it 2m. 54s. He did not seem to get into the right way of going and came out third. The winner, Powell, made 2m. 46½s. with 145 yards start. Fast going, I tell you. The track is just the size of Stenton. 3½ laps to the mile, but the corners are better, and the clay surface is as hard as a rock. The fellows all rode light racing machines. Three minutes is poor time here. If a fellow cannot make better time than that he had better shut up shop. But no wonder they are such good riders. No matter where they go, in the city or country, they find the roads and streets as smooth as Stenton track. The cities as a general thing are paved with a smooth block and it looks like a wooden pavement, a good deal on the plan of Boston, only better. I took good notice of the roads coming from Liverpool and they were all the same. Even the little by-lanes \* \* \* I came to Coventry this morning and went through the works of both Singer & Co. and Bayliss, Thomas & Co. who make the Harvard. After I had been through the factories I hired a machine and rode out to Kenilworth, but coming back I was caught in a rain storm and got beautifully wet. \* \* \* No wonder the English are better riders than Americans. They have fine roads, fine weather, and everything else. If the thermometer goes above 80° in the shade, they think it is too hot to live and in weather where I was shivering, these Britishers were very comfortable and even hot. \* \* \* If I am in England at the time of the B. T. C. meet, of course I will be on hand. I ran across a B. T. C. head-quarters in Coventry and left my card inscribed G. B. C., B. T. C. America. The streets are alive with bikes and trikes and at night the tinkling of bells and the glow of lamps presents a novel appearance to one who is not accustomed to meet more than one wheelman in ten miles. \* \* \* London is a queer place. One thing funny is the names of the streets. One side will be one name and on the other side another. A fellow has to be well acquainted with London to get around by himself. But there is no possibility of a fellow's getting lost. He might be lost as far as he goes, but when he feels that he is unequal to the occasion, he just calls a Hansom Cab, tells the driver where to go, and before he knows it he is there. The streets are just like Boston's crooked as a ram's horn. \* \* \* Give my regards to the club. I expect to be in Paris next week.

Yours,

GOULD.

*Editor of the Wheel.*—DEAR SIR: The "Alpha" T. C. is the second T. C. in this country, and cannot take first place. The N. H. T. C. was organized October 1881. See any cycling paper—English or American—of which you have a file.

Respectfully,

F. A. JACKSON,

July 24th, 1882.

Secretary N. H. T. C.



Members of the League of American Wheelmen intending touring through New York State may, on application to Director W. F. Gullen, 163 Joralemon Street, Brooklyn, obtain particulars of any of the following road routes:—

Auburn to Rochester.  
 Albany to Hudson.  
 " " Mechanicsville.  
 Canandaigua to Elmira.  
 Flushing to Whitestone.  
 " " Little Neck.  
 Greenwich to Salem.  
 " " Fort Edward.  
 Hudson to Chatham.  
 " " Albany.  
 Long Island City to Newtown.  
 Lockport to Medina.  
 Mt. Vernon to 59th St. N. Y. City.  
 Poughkeepsie to Dover Plains.  
 " " Greenbush.  
 " " Fishkill Landing.  
 Rochester to Charlotte.  
 " " Dansville.  
 " " Canandaigua.  
 " " Batavia.  
 " " Fort Hill.  
 Syracuse to Skaneateles.  
 " " Auburn.  
 " " Cortland.  
 " " Cazenovia.  
 " " Oswego.  
 " " Oneida.  
 Watertown to Thousand Islands.  
 Williamsburgh to Flushing.  
 Yonkers to Kingsbridge.  
 " " Tarrytown.

#### A PROFESSIONAL CHALLENGE.

NEW YORK, August 1st, 1882.

*Editor of the Wheel:* I see by an article in the *Turf, Field and Farm*, that John S. Prince claims to have made me run so fast in a ten mile race at Norwalk, where he allowed me a handicap of one mile, that he exhausted me in the first five miles. As the track was so bad, that it took Prince 51min. 55sec. to do the distance himself, and to prove that he cannot exhaust me in any race, I will race Prince or any man in America, Prince allowing me five miles start in every fifty miles, and one who rides the most hours, minutes and seconds without dismounting, to be declared the winner. The *Turf, Field and Farm* to be stakeholder.

Respectfully yours,  
 M'LE LOUISE ARMAINDO,  
 Champion Bicyclenne of the World.

#### COMING EVENTS.

AUG. 11 AND 12.—Races at the Sea Beach Hotel, Coney Island, under the auspices of the N. Y. and Brooklyn Clubs. Aug. 11th, five and ten mile race, (scratch.) Aug. 12th, twenty mile handicap. Handsome gold medals to first, silver to second. Races to be run under L. A. W. rules. Fee \$1.00 returnable to starters. Entries close at noon, Aug. 9th, with Fred. Jenkins, 791 Fifth Avenue, New York.

August 28 and 29, Columbus, Ohio. League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value \$40; one-mile dash, gold badge, value \$50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to the club having the largest attendance in uniform and participating in the parade on the

bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free. Entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

September 2, Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close Aug. 30, to secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

September 4th. Entries close for 50 mile amateur race on the grounds of the Manhattan Athletic Club, Sept. 9th at 3.30 p. m. Gold medals to first, second and third. Entrance fee, \$1.00, to F. J. Graham, secretary Manhattan Athletic Club, New York.

September 5, Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 p. m. Entries to be made before Sept. 4, to E. F. Tolman; secretary, 195 Front street.

## AMATEUR BICYCLE RACES

UNDER THE AUSPICES OF THE

New York & Brooklyn Bi. Clubs,

AUGUST 11th & 12th, 1882,

ON THE GROUNDS OF THE

Sea Beach Palace Hotel, Coney Island.

L. A. W. RULES.

August 11th. Five and Ten Miles Scratch Race.

August 12th. Twenty Miles (Handicap). Gold Medals to first; Silver to second.

Entries close August 9th and should be sent to FRED. JENKINS, 791 Fifth Avenue, New York.

Fee \$1.00, returnable to starters.

## SIX DAYS BICYCLE RACE

ON THE GROUNDS OF THE

Sea Beach Palace Hotel, Coney Island,

Commencing SATURDAY, AUGUST 5th, 1882,

BETWEEN

M'LE LOUISE ARMAINDO,

Champion Lady Bicyclist of the World, and

MISS ELSA VON BLUMEN,

America's First and Favorite Lady Bicyclist

WHO WILL RIDE ALTERNATELY AGAINST

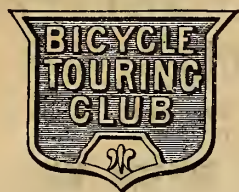
WM. J. MORGAN, Champion Bicycle Rider of Canada,

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Grand Open Air Concert in connection with these races by Joyce's Military Band, with MISS ALICE COLEMAN, the celebrated Lady Cornet Soloist.

Admission, Twenty-five Cts. Reserved Seats, 50 Cts.





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.

Savin Hill, Dorchester,

Boston, Mass.

#### NOTICE.—B. T. C. BADGES.

Any member who has not received his badge can obtain the loan of one by written application to the Chief Consul, accompanying same with P. O. O. for two dollars, which amount will be returned in each case on return of the badge.

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54 inch Duplex Excelsior, all bright .....	\$100
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54 inch Standard Columbia, full nickeled, cone bearings....	100
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54 inch Humber Roadster, full nickeled.....	125
54 inch half nickeled Matchless Bicycle .....	110
54 inch Full nickeled Standard Columbia, ball bearings and Acme stand .....	100
49 inch British Challenge, full nickeled .....	115
54 inch Fluted Hollow Fork Centaur Open head, ball bearings, full nickeled except wheels .....	130
52 inch Special Club, full nickeled, with Cyclometer and bell .....	120
54 inch Harvard, full nickeled.....	130
52 inch Keen Roadster, roller bearings.....	55
48 inch Standard Columbia, full nickeled, with rubber handles and bell, .....	75
54 inch full nickeled Manchester Roadster, double ball bearings, never been ridden.....	130
50 inch Royal Challenge, full nickeled.....	120
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48 inch Standard Columbia, painted.....	55
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" " Flying Dutchman.....	100
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