

THE WHEEL.

A Journal of Bicycling.

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

IMPORTERS OF THE CLUB AND SPECIAL CLUB BICYCLES.

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COLUMBIA BICYCLES.

[Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.]

"BOSTON, October 20, 1881.

'To the Christian Union—

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last Summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'

"Turn, turn my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

"PHILADELPHIA, January 18, 1882.

"THE POPE MANUFACTURING CO.

"Gentlemen.—During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1500 miles and never broke. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *wasn't*—decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads, and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw. Truly yours,

"GEO. D. GIDEON, *Germantown Bi. Club,*"

¶[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

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The Pope Manufacturing Co.,
597 WASHINGTON STREET, BOSTON, MASS.

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PICKINGS AND STEALINGS

The hall opened successfully.

If the clubs had received an earlier notice, the club drills would have been more attractive.

As it was, the evolutions pleased the audience, as shown by the liberal applause.

Quite a number of ladies are enjoying the tricycle at the school in the morning.

The clubs are looking out for the desirable graduates of the riding school.

A scheme is on foot to provide a large 'Cyclist Club House in the vicinity of the Park, and should be encouraged. The want of comfortable head-quarters is being felt as the number of riders increases.

Arrangements for the ball are in progress, and the decorations will be under the artistic management of Mr. Charles F. Post. One of the designs will be an imitation of the League badge, and Messrs. Schuyler and Duane have kindly loaned a 54-in. full nickeled wheel for that purpose. The committee are contracting for Harry Jones' diamond to place in the centre.

Although THE WHEEL was mailed at the Post-office Wednesday, there were numerous complaints that copies did not reach subscribers until the following Saturday or even Monday. The publisher would be obliged, if those who do not receive their paper will communicate with him immediately.

The amount of ignorance displayed by many of our wheelmen on matters pertaining to the bicycle is really surprising. There are few wheelmen who have any idea of the vast extent of bicycling in other countries; of the many useful purposes for which bicycles are used; of the celebrated wheelmen, the fastest records, and of all those things that are necessary to answer intelligibly the many inquiries of curious persons. It should be the aim of every bicyclist to advance the interests of the sport, not only by a constant use of his wheel, but whatever influence he may possess should be used to promote its growth. It would seem that the first step toward this object would be to encourage the publication of the journals of bicycling, which, to judge from the slim patronage they enjoy in this locality, are much in need of a more hearty support. The benefits that would accrue from a single subscription are manifold. Not only would the paper be benefitted, but the subscriber's own interest would be strengthened by information of the doings of his brethren, whom he would find are numbered by the hundred of thousands, and the knowledge thus obtained would be a serviceable weapon to pierce the armor of the unbeliever, and turn other poor souls from the beaten paths of pedestrianism to the nobler art of æsthetic locomotion.—*Louisville Commercial*.

PERSONAL

From the pages of the *Wheel World Annual*, we learn that Wm. J. Smith, Bristol Bi. Club of England, the present amateur

champion of America, finished second in a one mile scratch race, April 18th; was second in a three mile handicap in which he received 70 yards; finished second in a ten mile race, June 8th—time of winner 35m.; and was also second in a mile race, June 11th—the time of the first man being 3m. 12s.

The 'Cyclist says that Mr. Thomas C. Budd, the well-known secretary of the Surrey Bi. Club has gone to America. We hope he will favor us with a call.

CORRESPONDENCE

RUTLAND, VT., Jan. 28, 1882.

Editor of THE WHEEL.—As I have seen no communications in your paper from this place, I write to inform you how bicycling matters are progressing in Rutland.

Although the weather is such that we do not get out of doors much, we manage to keep up the interest here by meetings of the R. Bi. C., both for business and practice. We have hired a hall for riding, meeting there for practice three nights each week, and we intend to give an exhibition of fancy(?) riding the 15th of February. Our club here at present consists of nine members, most of us having had our machines only since last October.

In our vicinity there are quite a number of fine roads and pleasant runs of ten, fifteen, or twenty miles, and should any of the readers of THE WHEEL happen this way next summer, we should be happy to see them, and would try and make their visit a pleasant one.

Will some of the readers of THE WHEEL give us their experience with the Fairfield & Taylor Cyclometer, made in Chicago, I think.

Yours respectfully,

C. G. R.

FROM THE CLUBS

[Secretaries of clubs are invited to contribute to this column any items of general information and interest, and to send in their reports as early as possible, to insure proper classification.]

FALLS CITY.—The Falls City met Wednesday evening and elected officers as follows: George Francke, President; A. S. Dietzman, Secretary; Will Francke, Captain, and Henry Haupt, First Lieutenant. A proposition to adopt a new uniform was discussed, and finally postponed until early in the spring, when they will come out in an entirely new rig. A design for a club badge was accepted, and members requested to order them at once. The meeting was then adjourned.

GERMANTOWN BI. CLUB.—At the recent annual election of officers of the Germantown Bicycle Club the following ticket was elected: Pres. J. Whitall Nicholson; V. Pres. H. M. Sill; Treas. H. M. Linnard; Sec. G. D. Gideon; Capt. William Wilson; 1st Lieut. W. Scott O'Connor; 2d Lieut. Frank S. Harris; Buglers M. Brown, and C. G. Wright. The club is in a very prosperous condition, having rooted out much "dead wood," has adopted a new constitution and bye-laws, and with a membership of about fifty active members, promises to make a good showing during the coming season. Our headquarters are being nicely fitted up, have conveniences for thirty machines, and are well located near the entrance to Fairmount Park.

GEO. D. GIDEON, Sec.

NEW YORK.—At a meeting of the New York Bicycle Club, held Feb. 6th, 1882, the following were elected as officers for the ensuing year: Howard Conkling, Captain; J. B. Roy, 1st Lieut.; J. A. Morton, 2d Lieut.; Edwin W. Adams, Sec. and Treas.; C. E. Chapman, to fill vacancy in Club Committee; C. E. Delavan, Bugler.

Very Truly,
EDWIN W. ADAMS, Sec.

ROCHESTER.—At a meeting of this club held Feb. 7th, '82. The following gentlemen were elected officers for the ensuing year: Pres. W. H. Reid; Capt. S. H. Pool; Lieut. C. F. Hovey; Sec. W. J. Curtis; Treas. F. B. Graves; 1st Guide and Bugler, A. M. Bennett; 2d Guide, B. H. Punnett; Club Committee: W. H. Reid, S. H. Pool, W. J. Curtis, F. B. Graves, F. F. Chase, C. T. De Puy, G. H. Perkins.

A motion that the Club join the L. A. W., was carried. On Dec. 1st, '81, the club leased a gymnasium for use through the winter, and in order to make the expense as light as possible, it was agreed to allow gentlemen, not members of the club, the use of same by paying a small sum for the season. About 35 or 40 gentlemen responded to the call thus making it self-supporting. The club is in fine condition having about forty names on the roll as active members. And the chances are good for the liveliest season, since we have been organized. The best wishes of the club are given to friends in Oskosh, Wis., and we wish them every success. C. F. H.

THE TOURNAMENT AT LOUISVILLE.

TWENTY-FIVE MILE RACE.

From the Louisville Commercial.

The second night of the bicycle tournament at the Exposition building was a grand success in every respect. The crowd was much larger and more enthusiastic, and the racing more exciting. The great feature of the sport was the twenty-five mile race between Prof. Rollinson, champion of the world, and Mlle. Louise Armaindo, champion lady bicycle rider of the world. Before 8 o'clock, the time for the racing to commence, fully 2,000 persons were present in the building, anxious for the racing to begin. At 8 o'clock the five boys who were entered for the first race, a mile dash, rode out on the track in their jaunty uniforms and on brightly polished bicycles, and formed in line at the starting post. When the word go was given all five dashed off at a rattling rate, and kept it up until the last lap, where the race narrowed down to two. Coming up on the home stretch Willie Preston got the lead, and kept it up, coming in about three lengths ahead of the second boy, amid loud applause. The next feature was some fancy riding by Messrs. W. F. Francke and Charles Jenkins, in which some excellent riding was done, Jenkins especially showing himself to be a perfect master of the art. Both of them were loudly applauded.

The last and greatest feature of the race was the race of twenty-five miles between Prof. Rollinson and Mlle. Armaindo. At 9 o'clock both rode gracefully out on the track in their handsome suits. Mlle. Armaindo is a very young and remarkably handsome woman, with brown hair, blue eyes, a remarkably well developed figure and great muscular power and endurance. She was to have four miles start in the race, and understood that she was to have time to ride around the track three times to learn it. This was not understood by the starters, however, and when the word "go" was given she started off slowly, not knowing that the race had begun. Rollinson on the contrary started off like a flash, and was loudly applauded by the crowd. When Mlle. Armaindo learned that the race had commenced in earnest she increased her speed to a rapid pace, which she kept up to the close. In the first thirteen miles Rollinson gained one mile and six laps, when the great strain began to tell on him. The lady, on the contrary, seemed to gain fresh strength, and increased her pace, amid wild applause. From that on to the close her great power of endurance began to tell in her favor, and she won easily, coming in one mile and a half ahead. Time, one hour and thirty-four minutes.

The result of the race was a surprise to every one, as it was expected that Rollinson would win easily. When Mlle. Armaindo dismounted from her bicycle she seemed as fresh as ever, and was applauded by the crowd until she reached her dressing-room.

FIFTY MILE INTER-CLUB RACE.

The third day's sport at the bicycle tournament was the best of the tournament. Owing to the time occupied in running the fifty-mile race the programme was cut short, the only thing in addition to the race being an exhibition of fancy riding by Louis Franke, who gained some well-merited applause for a splendid exhibition of skill. The fifty-mile race was a match race between two picked Louisville riders and two from Chicago. Great rivalry has existed between the two cities ever since the defeat of their crack rider Craig, last June, by Messrs. Thomas and Schimpeler. Chicago sent down her two best riders, intending to redeem herself. Messrs. Charles Jenkins and Henry Schim-

peler represented Louisville and Messrs. Conkling and Miller Chicago. Promptly at 7:55 o'clock Prof. Rollinson, the starter, sent all four off with a beautiful start, with Conkling in the lead, Jenkins second, Schimpeler third and Miller last. The first ten miles were run rather leisurely, with no change in position. The ten miles were completed in 42:53. On the thirteenth mile Miller took the lead, Conkling falling back to third. On the sixteenth mile Jenkins took the lead, holding it for a mile, when Conkling again pushed forward to the leader. Here the pace commenced to tell and Jenkins again took the lead, pushing Miller very hard, who rode nobly to retain his lead. The twentieth mile was completed in 4 minutes 1 second, the fastest amateur mile made in the tournament. From this out Jenkins held the lead and was never headed. On the twenty-third mile some one passed across the track, and before Schimpeler could slow up ran against him and threw Schimpeler, who, in falling, "buckled" his wheel. Before another wheel could be procured Schimpeler was fully one-eighth of a mile in the rear, but with a determination to run it out from "eend to eend" he started after the others. On the twenty-ninth mile he took third place, and second place on the fortieth mile. After completing forty-four miles Conkling threw up the sponge, being taken with cramps. Miller kept on and finished his 48th mile when he, too, quit. During all this time Schimpeler was doing some remarkably fine riding, and received the cheers of the audience whenever he passed the grand stand. At the 43d mile (when he fell) he was 1 1-8 miles behind Jenkins, and now he commenced to close in on the leader, but to no avail; Jenkins had too much of a lead to be overtaken and finished 2 1-2 laps ahead of Schimpeler. The time for the race was as follows: Ten miles 42:53; twenty miles, 1:23:42; thirty miles, 2:44:60; forty miles, 2:43:45; fifty miles, 3:25:8.

The judges were Messrs. Lamont, Caye, and Anderson; scorers, Charles Schimpeler, W. S. Fowler, and A. S. Dietzman; time keeper, Horace Beddo.

SPOKES FROM GOTHAM.

The opening of the riding school has rather given an impetus to wheeling here, and was quite successful. The galleries were well filled with ladies, who apparently enjoyed the drill by the Manhattan Club, also the fancy riding by Messrs. Weber, Bartlett and Jenkins. I understand that some of the men had never ridden in the hall, and, if that is the case, they deserve credit. Although I have not noticed many clubmen at the hall, the number of new riders has increased, and the amusing croppers and asthetic attitudes, both "angular and flat," assumed by the novices will repay a call, and Bro. Mason is always glad to see everybody.

In regard to the ball next Monday, I hope every man will appear in uniform, will come early, and also bring ladies; this last "tip" may seem superfluous, but I hear that a number intend to stag it, and, in that case, the evening will verily be cold.

Washington's Birthday, weather and roads permitting, there will be a run to Yonkers, and although no very active preparations have been made, on account of the uncertain state of the weather, wheelmen are expected to be on hand.

I see your correspondent, Handy Andy, takes me to task in your last, but I think H. A. must have eaten too many of his beans, as I do not think I made any mention of giving Boston another meet. Far from it, I think New York is the place, but hope the business meeting to decide the question *will not be held here*. I wish to avoid the opportunity of letting other growlers complain, and by holding the meeting at some other place more convenient to southern and western directors, place the decision above suspicion, should this city be chosen. If Handy will read my lines again he will find that that is the idea I intended to convey "officially." A. G. ROWLER.

COMING EVENTS.

FEBRUARY 16.—Entries close for mile handicap at winter games of Manhattan Athletic Club, at Madison Square Garden, February 23d. Fee, fifty cents, to F. J. Graham, secretary, Eighth Avenue and 56th Street.

THE WHEEL.

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THE PARK CASE AGAIN.

It is "understood," subject to the uncertainties in the law's delay, that this long deferred case will very soon come up for judgment, and it is expected, subject to the like uncertain relationship existing between law and justice (especially in the courts of the State of New York) that the Park obstructionists will receive a header by encountering the decision of Judge Lawrence. The writer hereof has examined with sufficient care the ponderous pamphlet of "testimony," 940 pages, printed in the usual "fat" manner of legal documents, and the examination suggests a few further comments on a subject which is no stranger in these columns. Thirty-four persons testify for the petitioners, who appear as petitioners on "an application to be released from custody on a writ of *habeas corpus*," and thirty-nine appear for the respondents, the Park Commissioners. The 21 witnesses for the petitioners, who are also more or less riders of either bicycle or tricycle—the first one being Mr. Rowland Johnson, of Orange, sixty-five years old, whose opportunities of observation have been great—testify in general so uniformly to what every wheelman knows are all the facts in the case that their statements can be passed by.

The testimony on the other side, from ten of the thirty-nine, was that of persons connected with the parks, as policemen or otherwise, and was offered to show the danger attaching (in respect to riding a new kind of vehicle) in the construction of the Park roads and shrubbery, or to recount instances of personally observed actual trouble from bicycles. The most vehement anti-wheel men among the other twenty-nine were several stable keepers, whose selfish opposition is perfectly natural, and makes them prejudiced witnesses on that side. One of these men, who said he had seen many cases of injury, but was unable to report any real trouble, was ready to put up \$10,000 that if bicycles go into the Park in September and October there will not be less than twenty-five deaths in the first month. Summing up this testimony, it appears that:

1. The actual cases of mishap reported, after a general fishing examination to find them, are very few, and compared with the extent of wheeling and riding, and by the usual rule of averages and chances, are utterly insignificant.

2. The persons who narrate the frights they and their horses have received generalize from a single instance or two, reasoning thus: my horse unexpectedly met a bicycle and was startled;

he don't like it; therefore, I don't; therefore, I object to it as a dangerous nuisance.

3. It is noteworthy that to the invariable question whether they have ever attempted to accustom their horses, these objectors all reply in the negative. One said a horse can be wonted to almost anything, but he couldn't comprehend how one could be to a bicycle. Generally, the plea was that of inconvenience, one man urging that "when we meet them we are both moving, and it is not very convenient to stop and do that."

4. The testimony of policemen shows the friendliness for the wheel, which every wheelman personally knows they feel.

5. Mr. Smith E. Lane, Park Commissioner, and, unless the newspaper reports belie him, the most constantly quarrelsome member at the board meetings, testified that he saw, on the Plaza at 59th street, "those bicyclers take a sort of pleasure in just nibbling the horses, or riding across the head as it were, to try their skill and how far they could nib the horses without hitting them in the nose;" at the next meeting of the board he introduced the excluding resolution, which he evidently puts upon the ground of what he then saw, and he adds a narrative of misconduct subsequently by "two overgrown boys about twenty-four years of age." Mr. Lane's testimony shows a spiteful antipathy to the wheel, and his narrative is little short of incredible. If any wheelmen really did act as described for "a sort of pleasure (!)" they were either wheel *boys* or adults unfit to be at large, and the proper (and only proper) course for Mr. Lane was to cause their arrest for grossly disorderly conduct. But, instead of doing so, according to his own statement, he noted the incident, and immediately improved it as an opportunity for getting a resolution through for exclusion of *all* wheelmen from the Park.

The most interesting and pointed testimony of the thirteen non-riding witnesses for the petitioners is that of park officials in other cities, superintendents of police, horse-owners and users, and stablekeepers. It can only be briefly touched upon here. The writer (like many other wheelmen) knows from experience how perfectly easy and simple a matter it is to break horses to the wheel, the only trouble being the unwillingness or neglect of the owners. Mr. Billings, of Roxbury, veterinary surgeon, relates interestingly how it can be done, by coaxing with that horse weakness, an apple; but the real apple wanted is the proper disposition in owners. There is much more to the like effect, from gentlemen who breed, own, and use horses, but whose hair is not bristles, and who both acknowledge the equal rights of other people and understand at which end what temporary difficulty exists in the subject should be taken hold of.

But we must cut short this review, not because the testimony does not tempt review, but because (in this matter) we are addressing the saints, not the sinners, and it is a waste to preach down sin to an audience of saints. The proposed conditions of admission to the Park, however, suggest a little further comment. It is undesirable to establish a bad precedent by receiving as a concession what is claimed as a right, but if the understanding were distinct that the right is compromised and not abandoned there could be no valid objection to conditions, other than what may be in the conditions themselves. Commissioner Wales' rejected compromise (printed in the last WHEEL) is unobjectionable in rules 3 to 5 inclusive, except as to the time limitation. As to the place limitation in rule 2, if the excluded places *are* dangerously crowded already by vehicles, the objection arises that wheelmen will voluntarily avoid crowds which impede

them, and this is an answer to all the pleas of want of room; on the other hand, a prohibition of what one does not care to do is of no consequence. The time restriction is tolerable only for the sake of entering the wedge and in expectation of the speedy removal of all restrictions, as has been realized elsewhere.

The *badge* condition, necessarily preceded by an examination, is the most difficult and obnoxious. In Brooklyn this idea was broached, but abandoned. It involves, confirms, and constantly suggests the (at least conceded) right to specially regulate; it might lead to a movement to impose a tax on the wheel, and if the wheel can be taxed at all, it might be taxed out of existence. An examination for fitness, a registry, and a license for wheelmen, while incompetent, reckless, or drunken persons can drive out at will with horses and put everybody near them in jeopardy, is highly obnoxious and should be very carefully weighed. In the Park, one runaway may cause, and has caused, a series of smashes. Where is the rule which excludes dangerous drivers?

Furthermore, such a badge, while open also to many objections suggested in the last WHEEL, does not go far enough in effectiveness. Based on "his ability to manage his vehicle," the test would fail to reach the most important question, the ability of the rider to manage *himself*. The person who cannot control a machine will be far less likely to enter the Park with one than will the person who cannot or may not properly control himself. Skill, and ability in emergency, must always vary; but the test should aim to exclude the careless and irresponsible. Mr. Lane's "overgrown boys about twenty-four years of age" cannot be excluded by a rule based on age, but the boys in age can be. Hence the writer urges unhesitatingly the at least temporary exclusion of all WOODEN machines from the Park. It is notorious that the boys are the reckless ones as a class, and are the constant menace of full-fledged riders, provoking anger of the public justly, and founding an undeserved condemnation, which does not discriminate. If the wooden machine is excluded, the Park policemen can readily distinguish it; if it goes in, it will be the worst enemy of the wheel there. Nor will its exclusion be really severe, for there is outside room enough for it.

Rule 6, without this, the writer would condemn; with it, the rule might possibly be acceptable, as a *distinct compromise*. All riders should also, under any special rules or none, be put squarely on their good behavior, any provable misconduct being severely punishable, without grace, and with emphatic approval of all wheelmen.

J. W.

SOME NEW HAMPSHIRE PORK.

A portion of this pork has been in the barrel for several months waiting to be hooked out as soon as there should be a lull in the busy season, and this preservative quality is the only feature whereby it may have an advantage over Handy's excellent bean reports.

Bicycling in this State increases very steadily considering the hilly and sandy character of the majority of the roads, which discourages many from purchasing. It is not a large State, as shown on the geography where its miles are measured from point to point, a style adopted by the natives, who invariably omit in their answers to the weary bicycling tourist that the "bout a mile" to the hotel includes a descent of an extra mile or so into the valley that deceitfully *lies* between. If the State, as the boy said, could only be flat-ironed out into the sea (I say seaward, as it would not do to bury the Hub or the Boston club) it would make a decent showing geographically, and the New Hampshire League members would largely increase. Ports-

mouth and vicinity, the neighbouring seaside towns, have the best roads in the State, and here the bicycle was early introduced, and the Rockingham club counts among its members the first N. H. pioneer, the first L. A. W. consul, the youngest and smallest League member, and a captain who has cyclometered over 7000 miles of roads, and has not missed a day, rain or snow, for eleven months. The club has a large hall for winter riding and drill, and in summer is active in touring. The day after the league met, the club rode home from Boston, 65 miles. Three of the tourists are new riders who had never before ridden more than 14 miles in a day. A number of the club visited Nashua by invitation of the enthusiastic Gilman brothers, and, after a parade and exhibition of fancy riding, aided in the formation of the Nashua Wheel Club. A supper and address of welcome from the mayor followed. At Exeter the academy students had a club of 26 members. The sandy soil in Manchester and Concord and other interior cities prevents a rapid growth.

The captain's protege, George Girard, the youngest L. A. W. member, gave several exhibitions of fancy riding on his 36-inch wheel in Nashua, Worcester, and other places. The wonderful feats of this boy, who in two months captured nearly all the fancy riding tricks, received liberal applause. He was probably the only rider who publicly exhibited the feat of riding standing upright in saddle and guiding a bicycle with reins attached to handles.

The progress of the marine bicycle the past two years has been eagerly watched by resident and visiting bicyclers. Great improvements have been made since the recent purchase of the patents by the Marine Bicycle Co. A much better boat is promised than the one exhibited during the league meet in Boston. A large number, for which orders have been received monthly from bicyclers and agents, are being made by A. J. Philbrick of Salem, the maker of the well-known Republic bicycle. I tried one of the heavy flat-bottomed crafts last week over a measured course, and made nearly as fast time as professional oarsmen make in shells weighing only one-sixth as many pounds, and I easily ran across the bows of every row boat I met on the river. The inventor's sister took afternoon trips of 30 miles on our river last summer, and the patentee pedaled in a heavy sea, to the shoals, 9 miles off the coast, and also ran 20 miles along the coast to Newburyport and thence up the Merrimac River. The air-tight compartments make the boats perfectly safe, and they are certainly novel, speedy and comfortable. What a delightful trip it would make to run up the Hudson and return on a sociable, say with Mrs. Andy of Futurity!

I understand that the L. A. W. Com. on Consuls are preparing hotel certificates and signs and circular of instruction to directors and consuls, urging the prompt appointment of league hotels and recommending that, especially in the smaller towns, the reduction of rates is of secondary importance, that what the majority of touring leaguemen desire are good food, beds and attendance. In larger towns and cities a reduction from regular rates is to be secured if possible, and in view of increased patronage and free advertising in league publications, it is probable that the consuls will secure reduced rates. A sample route slip is being prepared, and promises to be an excellent aid to league tourists.

The appointment of consuls in some States appears by the handbook to be few and far between, and the directors need a little stirring up in this respect. The league was fortunate in securing as active a list of working directors as they did, considering the mode of their appointment. At the last annual meeting a nominating committee was appointed and expected in a very short time, and with numerous interruptions, to select a body of 44 directors, scattered all over the country, from Halifax to California. Would it not be better to allow the league members in each State to nominate, or even elect, two of their number for this important board. In that way active and competent wheelmen would more likely be elected, and several of the directors who have never attended a quarterly meeting of the officers, even when held in their own State, might be replaced by more interested and helpful wheelmen.

Bro. Burbank's Wheelman's Annual for '82 is much superior to that of '81 in the number and quality of original articles. Only a few of the contributors and readers of the Annual are

aware of the disadvantages the compiler so cheerfully labors under, and the work is all the more creditable to him. Every one of the stories, Ixion's, Whirling Wheels, Prest. Bates' ride, Kanuck's experience, Telzah's water bicycling, and Kitty Hunter's Love, has a heroine of the most lovely and bewitching type. At the Boston's gorgeous head quarters I heard Vesey after his defeat by Frye (which he manly acknowledged) repeat in his inimitable way the American stories that Stall and other Bostonians had been trying to palm off on him, and he will carry across the big pond a good fund of what he calls Yankee lies about their descent of hills so long and steep that the friction of the brakes blistered the tires and the rapid movement of the spring caused by it to become red hot, I actually felt indignant with Prest. Bates that he allowed his American hero to run down grade at the slow pace of a mile a minute, while the Englishman bounded dreamily along over lands and seas eight times as fast.

I noticed a number of Lamson's League badges were worn as scarf-pins at the races in Boston; the latest, a \$5 one, is very neat and reasonable. Everyone admits the superiority of his luggage carrier.

Give us the results, Mr. Editor, of your struggles with the American Star, how you find it as a roadster, and how steep a hill you can climb? The Star circulars claim that it "enables the rider to go both faster and easier, and with a degree of safety that leaves the old machines out of the range of comparison." Do you find it so, and has there been any public trial or record the past season to confirm it?

TELZAH.

PORTSMOUTH, N. H., Jan. 30, 1882.

SECOND ANNUAL DINNER OF THE NEW YORK BICYCLE CLUB.

Fourteen wheelmen assembled at Delmonico's last Friday evening, the occasion being the second annual spread of the pioneer club of New York. The officers of the club were well represented. Captain Howard Conkling gracefully presided. On his right was Charles E. Pratt, the President of the League, who is also an honorary member of the New York Club, while the editor of THE WHEEL occupied a seat at the left. The late captain, R. R. Haydock, was seated at the foot of the table. There was also present, 1st Lieut. Jas. B. Roy, 2nd Lieut. J. A. Morton, Sec. and Treas. E. W. Adams, Bugler E. C. Delavan. The other members of the New York Club were C. E. Chapman, J. A. Morton, H. E. Janes, E. J. Shriver, S. A. Harriman. Among the invited guests were H. E. Chapman, Walter Walton and Capt. F. G. Bourne, Manhattan Bi. Club. A seat was also reserved for Capt. E. C. Hodges, who had signified his intention of being present, but failed to put in appearance. The table was tastefully decorated and lighted with wax candles. At each plate was a favor of cardinal on a black, the club colors, in addition to the following tasteful

— M E N U. —
 HUITRES.
 POTAGE.
 Consomme Brunoise aux Quenelles.
 Hors D'Œuvre.
 Varies.
 Bouches a la Reine.
 RELEVES.
 Bass Braisee a la Dieppoise.
 Filet de Bœuf aux Cepes.
 ENTREES.
 Poulardes Braisees a l'Ambassade.
 Ris de Veau a la Villeroy Soubise.
 SORBET.
 Au Kirsch.
 ROTI.
 Red Head Ducks. Salade.
 ENTREMETS.
 Epinards. Petit Pots. Haricots Verts.
 SUCRES.
 Pouding aux Cerises.
 Gelee Marsala. Meringues a la Creme.
 Glace Neapolitaine.
 Petis Fours. Gateaux Varies.
 FRUITS AND DESSERT.
 Cafe.

After the table was cleared and segars lighted, Mr. Conkling addressed the Club, touching upon the universal good feeling

and friendship that existed between wheelmen, of the advantages to be derived from club organization, and spoke in a pleasant way of the increased number of wheelmen in the United States. He then proceeded to call upon President Pratt, who responded in his usual happy manner. Speeches then followed by Capt. Bourne, Fred. Jenkins, and Secy. E. W. Adams. The chair called upon Mr. Bourne for a song, who rendered some jolly ballads in his finished style. After that the various gentlemen present were invited to contribute to the entertainment according to their special ability, and the remainder of the evening was pleasantly passed in listening to songs, recitations and speeches. The occasion was one that will long be remembered by all. Letters of regret were read during the evening from Capt. Wright, Mercury Bi. Club, Capt. Weber of the Lennox, and Capt. Johnson of the Essex Club.

ADVERTISEMENTS

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— OF THE —

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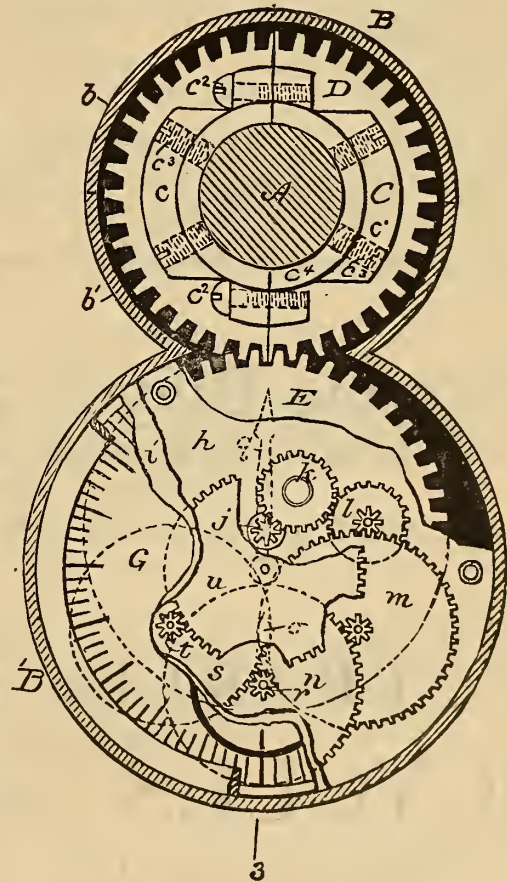
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