

THE WHEEL.

A Journal of Bicycling.

Vol. II. No. 13.]

MARCH 15, 1882.

[Whole No. 39.]

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.]

Send 3 cent stamp for new, elegantly Illustrated 36-page Catalogue with Price Lists.

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

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PICKINGS AND STEALINGS

A correspondent in London, Ont., writes that the "young men here are bicycle mad at present" and adds that "our club numbering thirty-seven members, had a twenty mile run March 5th, the first one of the season." Keep the wheel rolling friends.

Affairs at the riding-school are progressing rapidly. Mr. Mason proposes to repeat the entertainment given the opening night only on a larger scale. All the New York Clubs will be invited to give drills and fancy riding, and it is to be hoped that more will respond than last time. The date is Wednesday, March 29th. The invitations will shortly be issued admitting gentlemen and ladies.

The mild weather the past fortnight has had the effect of bringing out the wheelmen. The number of scrub uniforms is amusing, many doubtless are saving their new ones up for the ba—reception.

The Kings County Wheelmen give their annual dinner and reception on March 17th. Many prominent wheelmen have been invited to the dinner, and all New York Wheelmen will attend the reception. There is considerable talk of making up stage parties, to leave 791 Fifth Avenue about nine o'clock.

Boston comes forward again with a third tournament, particulars of which are to be found in our advertising columns. The track at the institute is a fine one, and when the two champions meet the record will probably receive a cutting.

With the coming season the inquiries for cheap or second hand bicycles multiplies. No better offer can be found than that of a special Columbia that will be raffled for by Company C of the 9th Regiment. This is the same machine that was advertised to be drawn on the 20th February, but a few more chances remaining, it was decided to postpone the drawing until the 18th March.

The arrangements for the reception are in the hands of the following committee: E. H. Jewett, Manhattan Bi. Club; Howard Conkling, New York Bi. Club; S. H. Neergaard, Mercury Bi. Club, and E. Y. Webber, Lenox Bi. Club. As these gentlemen are well-known in the social as well as the bicycling world the affair will undoubtedly be successful this time. A limited number of tickets may be obtained upon application.

Saturday the 25th was a delightful day for bicycling in Brooklyn. The roads leading to and those in Prospect Park being in prime condition for riding.

During the afternoon some half-dozen members of the Brooklyn club enjoyed a 14 or 15 mile spin over the park paths.

The Boulevard leading to Coney Island is not yet in good wheeling condition.

The *Sportsman* is rather out of Plum(b). In a recent issue it says, speaking of the race against time, February 22, by John S. Prince:

"He made the distance in 16m 28 1-2s, which, if true, beats Keen's record by 11s, but the last mile would indicate that a lap had been missed. His time for each mile was as follows: First, 3:22; second, 3:22; third, 3:20; fourth, 3:17; and fifth mile, 3:07 1-2."

If the *Sportsman* will consult the table of times in the recent ten mile race, published in the *THE WHEEL* of Jan. 18th, it will find that Prince rode the nine miles at an average rate of 3m 20s each, and ran the 10th in 3m 6 3-4s. Is it not possible Mr. *Sportsman* that he repeated the same tactics for one-half of the distance a month later.

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.]

CORTLAND WHEELMEN.—Please cast your editorial eyes this way and let me introduce to you the Cortlandt Wheelmen. As yet we are but five, four Columbias and one Harvard. But it's nearly spring, when, you know, things in the country take a fresh start and begin to grow.

We transplanted ourselves from the nursery of private wheelman into the open air of club life last Wednesday, the 22d inst., by electing Mr. E. F. Hill Captain, and Mr. D. C. Hasbrouck Secretary.

These gentlemen are both members of the L. A. W., Mr. Hill being a consul, and through their efforts the club enters upon its existence as distinctively a League Club, making it obligatory on all its members to join the League. And you may rest assured that, if we have good weather, the club, before summer is over, will have grown into a good, stocky plant, for there seems to be a strong, healthy interest in bicycling matters all through our river towns this spring.

Trusting we may depend on your good wishes for our success I am
Yours Very Truly,

D. C. HASBROUCK.

Peekskill, N. Y., Feb. 25, '82.

ESSEX.—The Third Annual meeting and dinner of the Essex Bicycle Club was held at the Park House, Newark, N. J., on Monday, the 6th inst. Officers were elected for the ensuing year as follows: President, E. H. Snyder; Vice-President, G. F. C. Smillie; Captain, E. R. Bellman; Senior Sub. Capt., H. W. Knight; Junior Sub Capt., O. L. Baldwin; Sec. and Treas., Chas. A. Knight (800 Broad St., Newark, N. J.); Club Counsel, Walter J. Knight, and an executive committee. A new Constitution was adopted and the name made to read "The Essex Bicycle Club of Newark, N. J." after the business meeting the members and friends adjourned to the dining room and enjoyed the "spread," concluding the evening by speech making, etc.

The club starts the new year on a firm basis, with a large membership and every hope of a successful season. K.

IXION.—This new club was organized March 9th, with a membership of five. They have secured headquarters at 791 Fifth Avenue, and make their bow to neighboring clubs and wheelmen in general, under the name of the "Ixion Bicycle Club of New York." Mr. Frank Egan fills the office of President and Benj. G. Sanford is Secretary and Treasurer. At present the club is without a Captain, but Percy N. Harris the Lieutenant is in command at all club runs, which occur every pleasant day. It has a racing man in young Frank Howard, whose remarkable performance in the recent fifty-mile race excited general attention. The other member is M. G. Peoli, celebrated as an artist upon an instrument of five strings—one for each member. A constitution has been adopted, which provides for club races in one of its sections. Colors of black and silver have been chosen, and the uniform will be selected at the next meeting. Its membership will probably increase during the season, as all the members are enthusiasts and good riders.

LENOX.—One of the youngest but most active clubs in New York is the Lenox, which was organized April 1st, 1880, and have recently secured and tastefully fitted up rooms at 791 Fifth Avenue. A majority of the members still attending school, they can be found on the road at all times, singly, in pairs, or forming a jolly party of five or six, exploring the roads in the vicinity of New York, and covering a greater amount of distance than any other club. Among their ranks will be found the Stearns brothers, E. Y. Weber and others, to whom the cinder path is no stranger. The club is ably officered by the following men;

President, R. M. Campbell; Captain, E. Y. Weber, and Secretary, H. J. S. Hall. Their uniform is a dark blue serge coat with silver buttons and trimmed with orange cord, cadet grey pants, blue polo caps and stockings. The room is comfortably carpeted, and provided with lockers, while the walls are adorned with sketches, the handiwork of their numerous lady friends.

The club starts out well, with a membership of over thirty, which will probably be increased during the coming season.

MANHATTAN.—This well-known Club assembled at Martinnelli's on Saturday evening, Feb. 25th, to celebrate the second anniversary of the formation of the club by an appropriate dinner. Among the members present were President Randolph Hurry, Captain F. G. Bourne, First-Lieutenant Fred Jenkins, Treasurer E. H. Jewett, Rawson Underhill, Louis Sledge, Harry Meyer, J. M. Duane and J. G. Wallace. The invited guests were Howard Conkling, President New York Bicycle Club and Geo. T. Brown, President Kings County Wheelmen. Letters of regret were read from Wm. M. Wright, Capt. Mercury Bi. Club; E. Y. Webber, Capt. Lenox Bi. Club and Chas. E. Pratt, President of the League of American Wheelmen. After the table was cleared, President Hurry addressed the club, congratulating it on its rapid growth and successful position it had attained. He also touched on the yet unsettled Park case, and the future of bicycling in New York, also setting forth the friendly feeling existing between the neighboring clubs. Speeches were then made by the visiting wheelmen and others present, and Capt. Bourne supplied a varied as well as excellent musical programme at intervals. The rest of the evening was pleasantly passed in telling entertaining stories, and at a late hour the party broke up, carrying with it many pleasant memories of the annual dinner of the Manhattan Bicycle Club.

MONTREAL.—Annual meeting.—The fourth annual meeting of the Montreal Bicycle Club was held on Thursday evening, 9th inst., at their Club-House, where there was a large attendance of members. Mr. H. S. Tibbs occupied the chair. Mr. J. D. Miller was requested to act as secretary. After the minutes of special meeting of March 2d had been read and confirmed, the Retiring Committee's report was read and unanimously adopted. The report was a very able one and gave an exhaustive resume of last year's proceedings and contained some valuable recommendations to the incoming committee. Several by-laws altered at special meeting were confirmed. The election of officers was then proceeded with, with the following result: Capt., H. S. Tibbs; Sec.-Treas., J. D. Miller; Lieutenants, A. T. Lane, G. M. Smith, J. Muirhead, G. DeSola, J. Froter. These gentlemen acknowledged their election in suitable terms. The meeting then adjourned.

SOME BOSTON BEANS.

The time is now rapidly approaching when Pr. Pratt will call the Directors together for the purpose of selecting the place of the League meet, May 30, next. Where this preliminary "pow-wow" will be held is not positively decided as yet, but either New York or Philadelphia will be chosen. The place of meet is as yet a very knotty conundrum; Chicago is the only place that seems really anxious to have it, that is outside of New York, but your city is out of the question unless you get the Park difficulty settled properly. I must say I am sorry to see that Philadelphia don't "enthuse" much this year. I judge that they are not "anxious for to shine" from the fact that the correspondents who have spoken of that city, have pushed their claims in a very feeble manner. In a conversation with Mr. Taylor, of the Germantown Club, I was led to infer that Philadelphia wheelmen stood ready to come to the front like little men if Quakertown was selected, but he could not say positively that the Philadelphians were unanimously in favor of it. New England is out of the race this time anyway, even if they wanted it. The competition so far is between the States of Illinois, Pennsylvania, New York, with the chances so far in favor of the States as named. Maybe the order will be reversed as there are other places in N. Y. State where a meet can be had outside the city. Who knows but some place not even named yet may be the one selected?

The "Bostons" have commenced arrangements for a good afternoons' sport at the Institute building, April 6th. In con-

nection with these events they propose to inaugurate a show of all sorts and kinds of machines, that is, so far as our comparatively limited resources in this country will admit. The idea is that of the "Stanley Show" on a very modest scale. I hope all your New York flyers will come on and compete; it is intended to make it the event of the winter; then a good many of your readers have tried the track and know it to be unsurpassed as an indoor track.

Old stagers and tyros are all getting ready for the coming season, the "old uns" with the calm and pleasant anticipation, which can only come from experience, while the tyro is brimful of enthusiasm and excitement, which, alas, will receive more or less serious set-backs on his receiving his usual quota of headers and blisters which is inevitably the price paid by all beginners. A great many tears of sympathy have been shed over the recital of your New York wheelmen's cruel wrong from the hands of Mr. Revell, at the same time the sympathy is tempered down by the reflection that it was kind of wild to allow a man of his standing to run an affair such as your men would patronize; your best men should have charge of such matters and not one of the rag-tag and bob-tail. It seems to me that New York has been particularly afflicted with "bad goods" in bicycling circles; it may be our turn next, but still we are not anxious to excel in that peculiar line. We have had one slight attack in the case of one cuss who beat a Boston club man out of a few drinks and some pool money; this same individual victimized some of your New York men by representing himself as a "Boston" member. This accepting every beat that comes along and avers that he "rides," without requiring proper credentials, is getting played out; heretofore the bicycle ranks in this country have been particularly free from such objectionable elements and it behooves us to keep a sharp look out and nip it in the bud whenever this noxious component makes itself unpleasantly conspicuous.

Returning to the subject of the coming races in April. There are two or three entirely new men coming to the front in a way that makes some of our racing men look askance at them. I myself think that there are some surprises in store for us during the coming racing season. I hope you, and as many men as you can bring along, will be with us on the 6th ulto. and scoop in some of the races (if you can).

HANDY ANDY.

PERSONAL.

Among the prominent wheelmen in town last week were Chas. E. Pratt, Frank Weston, Boston Bi. Club, A. A. Pope and Chas. F. Joy, Mass Bi. Club, T. A. Hayward, Consul L. A. W., Susquehanna, Pa. Dr. T. S. Rust, Consul at Meriden, gave us a call, but we unfortunately missed him.

The Editor acknowledges with pleasure the excellent imperials of Chas. H. Jenkins and Orville Anderson, of Louisville. The former is the winner of the recent 50 mile inter-club race, while the latter contributes an interesting column of wheel notes to the Sunday *Commercial*.

Frank Egan had a valuable watch charm crushed, representing an elephants head, in the top of which was set a fine diamond. The *Courier* had it that it was his watch chain, while the *World* went it one better, and made a watch and chain out of it.

Wm. J. Smith, the Amateur Champion now in England, is insisting in the *Bicycling Times* that the reported time for two miles 6.08 1-2 is correct and not as afterwards corrected 6.33 1-2. It is a singular fact that while the English press pounce upon any errors, they always overlook or ignore any explanations, however plausible.

HOW THE WHEEL CIRCULATES.

100 Bourke St., West, Melbourne, Australia, 4th, Jan. '82.

The Editor of THE WHEEL.—DEAR SIR: Herewith I enclose twenty-five cents for a copy of your paper. I should feel obliged if you would also send me at the same time a copy of the illustrated bicycle catalogue of Messrs. Cunningham & Co., of Boston, Mass.

Yours Truly,
H. C. Bagot.

THE WHEEL.

A Journal of Bicycling.

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EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

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

187 Broadway, Room 12, New York.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, March 15, 1882.

AMATEUR V.S. PROFESSIONAL.

On the subject of this distinction, much vexed in England and considerably in this country, the *World* has an article that puts the matter on its rational ground, although it might have stated the position rather more emphatically. To go down to the roots of the subject in all bicycle clubs, including the L.A.W., which is only a large club, as well as in the great body of riders, the wheel represents something that has been taken up with no intent of finding in it any direct money advantages; a few make it their business, but they are only a small fraction of the whole number of riders. The question of the status of these few was long ago raised, and, we believe, was promptly settled in accordance with common sense. There is no reason, in a social or in a business sense, why those to whom the wheel is a livelihood should be excluded from a common association with the man to whom it is only a pleasure or a useful instrument; on the contrary, there is an excellent reason why they should *not* be, in the indisputable fact that they are yet to be the most zealous workers for wheel progress.

Now, very little of such work can be sustained, and that very inadequately; hence somebody must contribute gratuitous work largely, and anything which looks like discrediting, or professing superiority to, or exhibiting a spirit of exclusiveness towards the men who find their business in the wheel would be very short-sighted policy, inasmuch as it would be working against the most active force in wheel organization.

But when riders are to be matched on the path, it is only fair that they should be as nearly as practicable equally so. It is unnecessary to provide by any rules that a man of 60 shall not pit himself against one of 25; or a green rider against a champion; or a rickety old bone-shaker against the best racing bicycle. Inequalities like these will be very unlikely to appear; they are so gross that nobody could accept them ignorantly; and if anybody should—as if a tricycle should start on a race with a bicycle on even terms, the contest would convey its own comment and the result be judged accordingly. The necessity of well-defined rules was illustrated in the 50-miles tricycle race, November 6, 1880, when Keen mounted our recent somewhat peculiar visitor, Vesey, on the “Rara Avis” and won the day; this machine, gotten up as much in joke as in earnest, was a bicycle with two of the usual back wheels, and was necessarily admitted to run, because a tricycle

had not at that time been defined any more closely than by the ordinary idea—something that goes on three wheels. But if a man whose physical condition and constant practice give him an advantage—as in case of professional riders—were to be pitted against those who ride incidentally only, there would be an absurdity like pitting amateur musicians and players against professionals. Such handicapping would spoil racing, and yet there is no unmistakable appearance by which the professional can be recognized. If he rides on the path for business, or races for money, he may fairly be rated as one whose practice is special: the rule may draw the line there, and the rational intent of the rules on this subject presumably is surely that professionals shall run with their own class and shall therefore not be received to membership in an association of amateurs. A question might arise, however, whether the presumption that a man whose business occupation is to *teach* riding is exceptionally practiced and expert, is really strong enough to justify exclusion of such by rule. Rule 25 of the L.A.W. is fairly intelligible, as qualifying Rule 24, so far that mere proprietorship or service in any branch of bicycling business does not necessarily exclude; but Rule 24 is certainly vague. “Nor has ever personally taught or pursued bicycling or other athletic exercises as a means of livelihood.” What is it that constitutes “pursuing” bicycling? Does one who makes, sells, repairs, or lets one for time, “pursue” bicycling?

At least, vagueness in this matter is likely to make trouble by bringing riders under what is (to them) a snap judgment, by which some unthought-of act projects their amateur status. Revision and cleaning up of the rules would seem to be work in order.

J. W.

GOOD NEWS FOR THE WEST.

The appointment of the energetic house of A. G. Spalding & Bros. of Chicago, Ill., as sole Central Agents of the Cunningham Co. for the Northwestern States will be good news to all Western riders as affording them an opportunity of becoming more intimately acquainted with the productions of the pioneer bicycle house of America, and of appreciating more fully the reasons why their machines are so popular with our riders everywhere. The exceeding strength of the “Harvard” makes it, as Western riders already know, the machine par excellence for Western requirements, and as the Spalding Bros. will no doubt give to their bicycle department all of that push and energy which has won for their house a national reputation in athletic supplies, the result cannot fail to advance equally the interests of the Cunningham Co., the prosperity of the trade at large, and the prospects of bicycling throughout the great Northwest.



SPECIAL NOTICE.

The financial year of the Bicycle Touring Club expires on Friday, the 31st of March instant. It is hoped that every U. S. member of the club will, by then, have renewed his subscription, which may be done either by sending an International P.O.O. for two shillings and sixpence to S. A. Auty, Esq., Secy. B.T.C., Millergate, Bradford, Yorkshire, England—or by remitting Seventy-five cents to the U. S. Chief Consul. The C.C. will send his renewals by the mail leaving N.Y. on Saturday, 18th inst., and all renewals to the Secretary direct should leave not later than that date.

THE LAST STRAW.

So the Bicyclers wanted to give a ball and wheel around in high Revell! Poor fellows, how hard up they must be. When they arrived and could not open the hall because Revell had decamped with the funds, they could not actually raise the \$50 necessary to do so, among them, and their guests had to go away disappointed. The managers, whose names we forbear to print lest it should effect their credit, should certainly, it seems to us, have been able to effect some arrangement by which the evening's enjoyment might have been insured.—*Andrews' American Queen.*

CORRESPONDENCE.

PLAINFIELD, N. J., February 18th, 1882.

DEAR SIR:

After two years of fair trial in the sphere for which it was designed, it is reasonable to demand the results obtained through the League of American Wheelmen.

The object of organization is defined in our constitution as the promotion of "the general interests of bicycling, &c." Its accomplishments could only have been through the efficient carrying out of the rules adopted, which are, briefly:

1. Dissimination of information concerning routes, accommodations, &c. See Rule 30.
2. Securing of courteous attentions to members as per Rules 31 and 32.
3. Furnishing assistance in securing the rights of its members and protecting them therein. Vide Rules 28 and 29.

To what extent have these benefits accorded to those in whose behalf they were projected?

A certain amount of information has been given relative to a few limited sections; some civilities have been exchanged, though that they would have been equally cordial and assured independent of L.A.W. dictation will not probably be called in question granting all possible to its credit, the League has done little more than furnish names and addresses (at the extravagant cost of \$250.00 for the "Handbook" let it be incidentally remembered), which not improbably would have been equally accessible had such a body never been brought into existence. So much for the practical workings of Rules 30, 31 and 32 under our present form of organization.

Relative to its purposes as set forth in Rules 28 and 29, the showing is—what? One single instance of assistance rendered! The Haddonfield Turnpike case. Then the record ceases unless we may include the proceedings of the Directors' meeting in October last (the only meeting since their election more than six months previous), when badge discussion and irregular bestowal of honors engrossed the bulk of the time and attention. On that remarkable occasion three petitions were summarily tabled without even an investigation into their merits. On the contrary, a mild rebuke was administered by the Chief Executive Officer to those who presumed to solicit the aid promised them in the Constitution and Rules under which they enrolled themselves as members and to secure which they contributed to the extent demanded.

How does this and the expenditure of \$700.00 for the expenses of that meeting and the racing fizzle which preceded it, contrast with rules 28 and 29 and the request for twenty-six paltry dollars under their provisions?

As for the Central Park case, the entire expense has been borne by the Pope Manufacturing Company, and the League is entitled to and can claim no credit whatever.

Once or twice the general dissatisfaction has appeared in letters published in the "Bicycling World." The only response hitherto is that of Mr. Parsons, who defines the "advantages" of membership as being "general rather than specific," though a glance at our Constitution and Rules would have furnished positive information of a different intent on the part of the organizers and the members who became such under those declared purposes.

Manifestly there is something radically wrong. The League

does not accomplish its purpose, and the discontent which first disclosed itself in the lapse of 681 members in 1881, will be followed by a still greater falling off unless steps are immediately taken to rectify these evils and place the organization on a thorough working basis. The failure is attributable to defects in its government. The extent of its jurisdiction precludes the possibility of effective working under its present system. Resultant evils are

1. Deficient interest on the part of officers caused by localization of officers: unavoidable with an expanse of territory.
2. Want of concentration for the second reasons. The thorough supervision of a whole State is impossible for two Directors with no intermediate officers other than Consuls, whose attentions are per force purely local.
3. Fallacy in the selection of officers. The men best known throughout the League and not unfrequently less desirable for filling State offices than many others whose merits are best known locally.
4. Lack of responsibility on the part of these officers to those who are the immediate sufferers through their incompetency.
5. Unsatisfactory, indeed *injust* method of election. The men who dwell near the meeting-place, or have means or leisure to attend when held at a distance, monopolize the management of all elections, while the less fortunate may whistle for their rights until Providence or an error in judgment on the part of the fortunate few, place it in their power to retaliate.
6. Infrequency of meetings. Under present arrangements nothing better can be done and all interests suffer in consequence.

Another prominent evil is the unrestricted privileges for the depletion of the League Treasury.

These, the most glaring faults, are sufficient to emphasize the need for a thorough revision of those claims which defeat the over being, and a reorganization so far as to fit us for their accomplishment under new provisions.

With a view to meeting these wants the accompanying measures are proposed and submitted for your censure or suggestions. They are founded in general upon the methods pursued by our National Government and the Masonic Order, who have been driven into their present systems by the same causes which militate against our success. Main advantages are

1. Placing the League on a *working* basis.
2. Operating to the advantage of all members.
3. Giving to each individual equal rights.
4. Bringing the L.A.W. home to every man's own town.
5. Rendering derelict officers responsible to sufferers thereby.
6. Regulating disbursement of funds, &c., &c.

Will you kindly give your earliest thorough attention and let me have the benefit of your opinion and any suggestions that may commend themselves to you.

I am sir, yours fraternally,

G. F. C. SMILLIE,
L. A. W. Director for New Jersey.

CONSTITUTION.

Article I. Name.—This organization shall be known as the League of American Wheelmen.

Article II. Objects.—Its objects are (1) to promote the general interests of bicycling and tricycling; (2) to ascertain, defend and protect the rights of wheelmen as such; (3) to encourage and facilitate touring.

Article III. Membership.—Any Amateur bicyclist or tricyclist of good standing may become a member of this League upon payment of an initiation fee of one dollar, and approved by the Committee on Membership of the State wherein application is made, after the publication of his name in a list of candidates in the official organ of the League. The entire active membership of any recognized amateur bicycle club may be received at one-half the above-named initiation fee per member.

Sec. 2.—An amateur under this constitution is one who has never competed in an open competition, or for a stake, or for public money, or for gate-money, or under a false name, or with a professional for a prize, or where gate-money is charged; nor has ever personally taught or pursued bicycling or tricycling or other athletic exercises as a means of livelihood. And be it understood that no person shall be disqualified under this definition on account of being, or having been, connected with any firm or corporation engaged in the manufacture, importation or sale of the bicycle or

tricycle, or with any riding-school or other business related to bicycling or tricycling in such manner as not expressly disqualified under the first clause of this section.

Article IV. Government.—The government of this League shall be invested in the following bodies and officers:

Sec. I. The Executive Committee, composed of the general officers of the League, comprising:

President, Marshal, Secretary, Treasurer, and Editor.

Sec. II. The Commander, who shall be the presiding officer in each State Board of Directors and its chief executive officer.

Sec. III. The Board of Directors for each state, territory or province comprising one representative from each League district, who shall collectively exercise general jurisdiction over the affairs of the League within their territory, subject to the supervision and control of the Executive Committee.

Sec. IV. The Director, one for each League district.

Sec. V. The Consul, one in each town.

Article V. Powers and Duties.—Sec. I. The Executive Committee shall have power to conduct all the affairs of the League not purely local or inconsistent with powers granted to other governmental bodies or persons. It shall be their duty to enact general laws, rules and regulations; to collect from each State Board a tax of — per capita on the membership of that state; to determine the merits of any application made to them under provisions hereinafter designated, and upon favorable report shall render the assistance applied for; to appoint the time and place for their own meetings and the annual league meeting; to decide all controversies brought before them under appeal; to decide all questions arising under this constitution as to its scope or meaning. They shall establish or secure a periodical devoted to bicycling and tricycling interests which shall be the official organ of the league and shall be sent to each member free of charge. They shall have power to appoint, or remove for cause, at any time the Acting Editor of this organ and he shall be responsible to them in all matters. Appeal from this Committee shall be in all cases, except the construction of this Constitution, to the three Commanders resident nearest the aggrieved person or body of persons and their decision shall be final.

Sec. II. The President of the League shall preside over the annual meeting of the organization and all meetings of the Executive Committee when he is present; shall appoint all sub-committees; shall fill, *pro tempore*, all vacancies in any office of the Executive Committee until the next annual election, and shall make a report to the annual meeting. He shall at any time, upon the application of three members of the Committee, or three Commanders, call a special meeting of the Executive body.

Sec. III. The Marshal shall fill the duties of Vice-President as defined in present L. A. W. Rules, and shall receive reports from state Marshals and transmit to them any directions needful in the performance of his duties. He shall make provision and arrangements either personally or through the state Marshals, for the annual meeting, and any race or parade given under the general auspices of the League and in the two latter shall be the chief directing officer with power to appoint such aids and staff officers as he may find necessary or deem expedient. He shall render reports in abstract at each regular meeting of the Committee and in full at the annual League meeting.

Sec. IV. The Secretary shall cause to be published all applications for membership received from the various Committees on Membership; shall receive and answer any correspondence with the members of the Committee or state officers and any appropriate correspondence with non-members of the League; shall notify of all meetings of the League, and the Executive Committee, through the official organ, and shall act generally under the direction of the President and the Committee. He shall make and preserve appropriate records of all meetings of the League and of the Executive Committee; shall keep a list of all members and officers of the League with notes of all changes in the same; and he shall render such information as may lie in his power to impart to the Committee on demand and make a report to the regular meeting of the League. He shall be entitled to receive — compensation.

Sec. V. The Treasurer shall receive and be accountable for all moneys received from state Boards and other revenues of the league; shall keep suitable books of account thereof and of all disbursements; he shall pay out of the funds of the League only upon order of the Committee or sub-Committee on Finance. He shall give bonds for the faithful discharge of his duties whenever required by a vote of the Executive Committee; shall make report in abstract at each regular meeting of the committee and in full at the annual meeting of the League.

(To be concluded.)

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Huntington Avenue, Boston, Mass.
(TRACK—FIVE LAPS TO THE MILE.)

The Third Grand Race Meeting at the above building will be held by the Boston Bicycle Club, on the afternoon of Fast Day, 6th of April, 1882. Full particulars will be announced shortly. The arrangements contemplate a meeting at Ten Miles between the professional riders, JOHN S. PRINCE, of Boston (claiming the Title of Champion of America), and PROF. F. S. ROLLINSON, of Chicago (also claiming the title of Championship of America).

Preparations are being made for a Five Mile Amateur Handicap, in which some of the best of our amateur riders will probably compete, and for Mile Races from scratch, three riders in each heat, and a final heat between the three winners.

E. C. HODGES, *Chairman.*

J. S. DEAN, *Secretary.*

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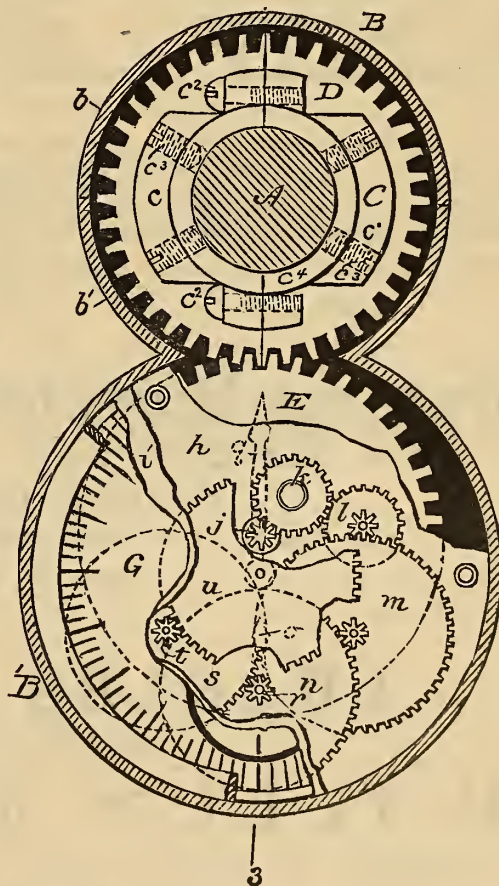
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