

THE WHEEL.

A Journal of Bicycling.

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THE CUNNINGHAM COMPANY

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now in common use, or offered for sale in the market, are constructed so as to embody some of the inventions covered by U. S. Patents owned by us, and within claims sustained by decisions of the courts.

IN NO instance have we failed to sustain our claims when we have brought suit for infringement.

IN NO instance where an injunction has been granted has it ever been dissolved. To correct an erroneous rumor, we inform the public that the injunction against McKee & Harrington, under which they have been restrained for about a year and a half, is still in force.

SOME of the parts and combinations which are covered by our patents, and which are not special to our own manufacture, but are common to bicycles and tricycles generally, are indicated in the margins of this advertisement to

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correct misapprehensions. A List of our patents and of our licensees will be furnished on application to us. NONE but our licensees and our agents are authorized to sell machines containing any of the parts referred to. ALL others are infringers.

USERS of such machines, not obtained of our agents or licensees, are infringers, and are liable to us for damages and costs, and subject to injunction, as well as those who make or import and sell them.

WE HOPE to receive from wheelmen and others what law and honorable business dealing accord to all owners of patent rights. WE SHALL be compelled to demand of all infringers hereafter, either a surrender of the contraband property, or payment of damages and costs. SEND for fuller information to

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PICKINGS AND STEALINGS

The B. T. C. meet promises to be a success.

Races are crowding in thick and fast. Time for the League to make some rules.

791 has assumed a decidedly cleaner appearance.

All the clubs have decided to remain. We say this to contradict some floating rumors to the contrary.

From the mass of correspondence we receive enough encouragement that the change of publishers will not affect the interest bicyclers have taken in THE WHEEL.

The miserable and dreary weather has rather interfered with road riding. The Lenox Club are as lively as ever, but the others are not often seen.

The Captains of the clubs are requested to report to Mr. Fred. Jenkins how many men they expect to have in line for the B. T. C. Meet on May 27th. A formal invitation will soon be sent to all riders, but arrangements should be made at once to be present.

If the day proves clear, a photograph will be taken before the start, by Pach, the photographer.

FROM THE CLUBS.

BROOKLYN.—The third annual meeting of the Brooklyn Bicycle Club was held on Tuesday, April 11th. The officers elected for the ensuing year are as follows:—President, S. S. Scott; Captain, W. F. Gullen; Lieutenant, Harry Wrecks; Secretary and Treasurer, E. A. Caner. Address, P. O. B. 2806, New York. John Lee and W. T. Wintringham are on the Committee, and W. T. Wintringham is Club Bugler.

One or two members will be present at the League meet.

Wm. Carl, 98 Sixth ave., Brooklyn, was admitted a member of the Club. W. F. G.

LOWELL.—The "Lowell Bicycle Club" was formed Saturday, April 29, with fifteen members. President, Paul Butler; Captain, Willis Farrington; Lieutenant, Walter U. Lawson; Secretary, Fred. A. Fielding; Treasurer, Walter M. Sawyer; Buglers, Frank L. Morrill and James C. Ayer.

FRED. A. FIELDING, *Secretary*.

CANANDAIGUA.—The annual meeting of the Canandaigua Bicycle Club was held last Friday evening. Dr. A. G. Coleman, who has so well and successfully led the club as president and captain since its organization, was again chosen to fill those stations. George Hayes was elected 1st lieutenant and Augustus Crittenden 2d lieutenant. Prof. C. E. Van Laer was chosen secretary and treasurer. The club has made good progress and grown in numbers since its organization, notwithstanding the fact that many of the original members have removed from Canandaigua and some have retired from the sport. Under the efficient leadership of Dr. Coleman they expect this summer to gain far greater proficiency in drill and enjoy many pleasant runs.

CORRESPONDENCE.

Editor Wheel:—I am a careful reader of your excellent sheet, and await its semi-monthly visit with pleasure. Wheel matters in Lancaster County, the "Garden of the Keystone State," are booming this spring, and the Standard Columbias seem to be the favorite, although we have quite a number other makes. Roads in this section are fair, and if it were not for hills would pass as good. In and around our county seat are some nice stretches for several miles, smooth and hard as a floor.

Recently Martin Rudy, of Lancaster, opened a Bicycling school on the large fourth-story floor of the new *Inquirer* building. It is proving quite successful, and he being about the oldest bicyclist in our parts is just the person for the place.

Bicycles are becoming as popular in the country as in the city, and many villages have from six to ten of them. As a rule they have gongs and hub-lamps, and it is becoming quite frequent to see a party go by on some pleasant evening.

Landisville has received four new Columbias within the last few weeks, and your chronicler being among the recipients is making the most of the spring season. The other evening we all went out on a moonlight tour, and turned in about ten o'clock after a nice run of quite a distance.

People generally are not prejudiced against us in our section, and so our runs are always pleasant, with the exception of a few croaking old fogies. Nearly all bicycle owners prefer them to a horse and buggy for reasons unnecessary to state.

Last year I rode to the printing house where I was employed, some six miles east, worked ten hours and came home, feeling not the least tired—and did it for three months, too, in any weather.

The "Star" is gaining friends, but we prefer the front wheel large for gracefulness. But I must be brief; will some time give you an account of amusing incidents connected with trips, etc.

DAVY DERBY.

LOUISVILLE, May 1, 1882.

Editor of The Wheel.—In your issue of April 26, you speak of the time made by Wm. Francke in the twenty mile race, Louisville vs. Saint Louis, and say, "Which, if the time is correct, again lowers the American record. We should like to see it authenticated." I will endeavor to authenticate it. The time—1 hour, 14 minutes, 30 seconds—is correct. The time was kept by a genuine Auburndale timer and the watch of Mr. Bright, one of the scores, who also kept the time.

The Judges	{ E. M. Senseney, St. Louis.
	{ Morton Howell, Louisville.
Scorers,	{ Wm. Bright, "
	{ Logan Whitney, "
Time-keeper,	Al. Baurman, "

The track is in the Exposition building, 8 laps to the mile. It is the same track on which the 50 mile race was run, Louisville vs. Chicago. The foregoing are the facts, and, if necessary, will be sworn to. There is no reason to doubt the time. Mr. Francke is considered an A No. 1 rider. He had been in training for three weeks before the race, and was in perfect condition. In practicing he has made almost as good time, and of course when he had some one to ride against he naturally rode faster. He had two falls during the race, but was up and off in a flash. Taking the falls into consideration (for of course he lost several seconds by each fall), and the rather sharp corners he had to turn, his time was remarkable. The wheel he rode was a 50-inch. It is a curious fact, but every race we have had in Louisville (with two or three exceptions) has been won by the man riding the smallest wheel. That clearly proves to my mind that it is the man and not the wheel that wins the race.

The "Expert," which has been expected for an age, has arrived. The age I speak of relates only to a bicyclist when he is looking for his new wheel. A day seems almost a month then, especially if the roads are in good condition and the weather fine. So far the boys are very much pleased with the "Expert," but it has not been given a thorough trial yet. I think it will be heard from at the next race meeting.

The members of the Ky. Bi. Club are very sorry indeed to lose their Captain, Mr. Henry Schimpeler. He has accepted a

position in Chicago.—Louisville's loss is Chicago's gain. In Captain Schimpeler, Chicago will find a courteous, accomplished gentleman and an excellent wheelman.

Much interest is taken by bicyclers here in the coming meet in Chicago. The Ky. Club will attend in a body, as will also the Falls City Club.

The quarter-mile track of the Ky. Club is rapidly nearing completion. Late every afternoon numbers may be seen riding, passing and re-passing each other, getting up their muscle for our next races.

N. G. C.

IMPORTANT TO THE WHEELMEN OF BROOKLYN AND VICINITY.

PROSPECT PARK RIDING RULES.

Wheelmen must dismount and walk over the Plazas when approaching or leaving the park at any of the entrances.

Riders are allowed the use of the footpaths. These footpaths were constructed and set aside for the use of pedestrians, who have undoubted precedence, and bicyclers can do much towards removing the prejudices against the bicycle, if they will only bear this fact in mind.

Riding on any of the drives of the park is strictly prohibited. This rule also applies to crossing the driver. A lamp, showing a white light in front, must be carried when riding between sunset and sunrise. Blowing whistles or bugles is prohibited. A bell or gong may be used, but riders are requested to sound their bells only when absolutely necessary.

Racing past persons, and speeding along the paths must not be indulged in.

When meeting either wheelmen or foot passengers, riders must always keep to the right, and when overtaking pass on the left.

Riding "legs over handles," or "coasting" down the Ravine, the hill preceding the same, and the Cemetery hill, must not be indulged in after nine o'clock in the morning; and riders must always keep their machines well under control until the curves are made. After nine A. M. riders must thake these three hills at a speed not exceeding six miles an hour, and on Saturday and Sunday afternoons, during the summer, wheelmen are particularly requested to dismount and walk down.

Riders are allowed to use either of the three drives of the Boulevard leading to Coney Island; but on the Concourse, at the Island, riding is confined to the footpath.

Wheelmen frequenting the park are earnestly requested to conform strictly to these rules, which embrace the official rules and regulations issued by the Park Commission, and which have been drawn up with a view to avoid accidents.

W. F. GULLEN,

Captain Brooklyn Bicycle Club.

JOHN CLARK,

Captain Kings Co. Wheelmen.

SOME BOSTON BEANS.

The prettiest and most stubbornly-contested race that your correspondent has ever had the good luck to witness was the five-mile race at the Institute Fair building, Saturday evening last. The time was not fast, as every man was evidently riding a waiting race. Claflin took the lead, kept it for four miles, and then came Dean, Cory and Underwood in the order named. On entering the fifth mile the pace warmed, and the lead was captured from Claflin by each of the other men in turn. On the fourth lap of the fifth mile, Cory looked a very probable winner, but Underwood made a magnificent spurt, went for the lead, captured it, and managed to maintain it to the finish. Cory and Dean had it hot for second place, but the former got over the scratch first. The pleasure of witnessing this race was badly marred by what might have been a very serious accident. Within ten feet of the finish Cory swerved over to the right, Dean, in order to avoid a collision, turned the same way; Claflin, who came last, was not so quick, and he struck Dean; the smash was fearful, and that no bones were broken was miraculous. Claflin escaped with a very few bruises, while Dean was more cut, especially about the head; the latter's machine was a sight to behold, it was a complete wreck. During the whole distance in

this event, the wheels were right up close to each other, and in the last mile all the men rode in a bunch; it was anybody's race. The fifth mile was covered in less than 2.59.

The other races were good, and the ten-mile spin between Prince and Rollinson, was pretty to look at; the former won handily. Rollinson, however, is not satisfied yet, as he claims to be suffering from a sprained ankle.

Mlle. Armaindo rode in good form and easily beat Miss Blackwell one mile in the five.

There have been great improvements made at the Institute building for the accommodation of the public, since the fast-day races; the buildings near the finish and under the bridge having been removed, the scores and time tables put on the other side of the track, and a commodious grand stand erected.

From present indications, Boston will be well represented on the 30th prox. in Chicago; the three leading Clubs will be well represented; the Bostons will have quite a respectable delegation to take the post of honor in the parade; the Massachusetts and Crescents will also send good large deputations, so that the East will be much better represented in Chicago than the West was in Boston last year. I must say that I am with those who favor the cutting off the rag-tag and bob-tail element of the parade so conspicuous in our Boston. Certainly the presence of such a component does not enhance the respectability of the League, or its members, in the eyes of the public at large. The Great Public is not very discriminating, and if they see such figures as (dis)graced the 3d division in the Boston show, we are very apt to lose cast in the estimation of the (said) G. P. Let me here explain, so that I shall not bring down on my devoted head the anathema of some good fellow who has not yet sent in his dollar to Treasurer Wistar; to such I would say that there were a good many of you in that 3d division, more than there ought to have been; the company you were in was decidedly mixed, in fact a sort of Sir John Falstaff army, the *tout ensemble* of which was any thing but creditable to bicycling. There was not enough leaven in the shape of your respectable selves to make the mass at all palatable, hence I would advise you to join the L. A. W., get a League uniform (if you don't belong to a club), and help to tone up the opinion of the G. P. by making the parade as respectable as possible in appearance.

I do hope that the business meeting of the League will result in certain radical changes and correction of mistakes now existing. Certainly, remedies enough have been hinted in the WHEEL and other papers to suggest to the directors the way to make the L. A. W. a necessity.

I am pleased to notice that the N. A. A. A. (&c.) have at length acknowledged the validity of the rulings of the L. A. W. in re matters of bicycling. This is as it should be, as the sport is so very distinct from the usual athletics, and its followers so very large, that it seems very proper we should be entitled to a separate governing organization. Among other things respectfully submitted to the Directors of the L. A. W. is the suppression of indiscriminate racing at every county fair, so largely indulged in during 1881 by wheelmen in good standing. Such racing has had its good effect no doubt, and is all very well as far as it has gone, but the time has come (at least in this section) for the display of more conservatism on the part of our racing men. Let there be as much racing as the boys want, but let all races that League members participate in be run under the auspices of the League itself or some League Club; this much I think we should insist upon hereafter.

In regard to that five-mile handicap race fast-day, certain strictures have been made because a participant was on the programme as one of the handicappers. Now, while I know explanations in such cases are difficult to make, and are always received by some men with a knowing wink, yet I also know that though Mr. Dean's name unwisely appeared as handicapper, he had no more to do with it than I had, and I had nothing. It was thoughtless, and I don't wonder it excited comment, especially in view of the result; nevertheless the fact stands that Dean had not one word to say as to the handicapping; Prince did that, and did it honestly and to the best of his judgment. The result was a surprise-party to all. I know Mr. Dean will be happy to meet the Germantown gentlemen either on their own or neutral ground and give them satisfaction; he certainly feels that it is their due

HANDY ANDY.

THE WHEEL.

A Journal of Bicycling.

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BY THE

WHEEL PUBLISHING COMPANY,

38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.
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ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, May 10, 1882.

N. A. A. A. vs. L. A. W.

"Let every tub stand on its own bottom" is a good enough proverb in its way, but is it the best plan to be followed by the two organizations which compose our heading, the one representing a large and important collection of Athletic Clubs, and the other, as we all know, the interests of the bicyclers in America. The former Association with its many rules, its strict definition of an amateur, its activity in suppressing anything that tends towards professionalism, and its influence in athletic circles certainly makes it a powerful body, and one worthy of recognition. On the other hand the League is a special organization for the bicycling fraternity, and is entirely separate and distinct from any other branch of athletic sports. It is therefore no more than right that in turn, the N. A. A. A. should recognize the League and its rulings, but at the same time the former Association has a right to expect the League to look after all bicycle races, except those held by athletic clubs approved by the N. A. A. A., to not recognize any races held at picnics, agricultural fairs, &c., which are not under the auspices of some League Club, or amateur bicycling club in good standing approved by the League. This the League has failed to do, and the result has been that the N. A. A. A. were obliged to protect their own members by barring out from their last championship meeting "all persons who had competed in games held under other auspices than associate or approved clubs," the result was that the best men who had been racing in county fairs, etc., were not permitted to ride, and the medal fell to a rider who was by no means the fastest in America.

Then the League got up a race meeting of their own, and proved that they were inexperienced in the matter, and that they did not understand the handling of a race meeting, apart from the too well-known financial failure. Hence we had the two situations. A championship of the N. A. A. A. for an ordinary class of riders, which was a success financially, but not as a brilliant performance, and the League championship meeting developing fine racing but poor management. The question now arises, can the League afford to stand alone? Can they with their inadequate racing capabilities afford to ignore an organization which has been established for years, and which first promoted a bicycling championship? We say no, decidedly not. Until the League passes stringent racing rules and protects its members, they can hardly afford to assume the independent position it could, had it taken any action in the matter. The League has been organized nearly two years, and is still with-

out racing rules, it allows its members to compete in any bicycle race given, whether promoted by a professional or by a county fair, things which would not be countenanced in any other branch of athletics. Let the League combine with the N. A. A. A. and give their championships jointly, then we shall have good management and fine races. It certainly is not strong enough to stand alone.

WHEEL RACES.

The games of the Atlantic Athletic Club were to have been held on Saturday afternoon, but, owing to the rain, they were postponed until Wednesday. The young club did not fare much better, as a steady drizzle dampened the ardor of the hundred spectators and also had a depressing effect on the band. The handicapping was performed by L. E. Myers, who, although a success as a spurter, rather failed as a handicapper. F. E. Davison was placed at 150 yards, although he has competed in two or three races this Spring and won several medals from scratch. The first heat was neatly captured by Howard (70 yards) in 3m. 30s. Davison fell, and lost his handicap before he could remount. Reed made a good effort but could not catch his men, while Tallmadge was left out almost entirely. The second heat was rather uninteresting. Thompson (90 yards), who for a new rider is doing remarkably well, caught Peoli (150 yards) on the sixth lap, and rode the rest of the distance easily. Stearns also secured a place. In the final, L. Stearns (30 yards), F. Howard (70 yards) E. A. Thompson (90 yards) and F. E. Davidson (150 yards) competed. Davidson had it his own way, and won in 3m. 14.2-5s. The race for second place was very pretty. Howard made up his handicap, and passed Thompson on the sixth lap. On the seventh, Thompson spurted and the two rode the remaining distance abreast with handle-bars touching, finishing in a dead heat. Howard was anxious to ride it over again, but Thompson declined, evidently expecting to be defeated. A toss was made for the medal, which was won by Thompson.

THE BOSTON RACES.

Boston, 29 April, 1882.

The races under the auspices of John S. Prince drew about a thousand spectators to the Institute Fair building, and the exhibition proved very successful, although the times made were not generally as good as those of the previous recent races. The first event comprised the trial heats for the one-mile handicap; J. S. Dean of the Boston Club at forty yards, and J. A. R. Underwood of the Roxbury Club at scratch, starting first. This was a fine race, Dean leading the first four laps; but on the fifth, Underwood spurted handsomely to the front and came home winner in 3m. 7-8s., Dean's time being 3m. 1s. A. D. Claffin of the Massachusetts Club at forty yards, and S. S. Mott, Dayton (Ohio) Club, at sixty yards, competed in the second heat, the latter leading for three laps when Claffin took first place, and won the heat in 2m. 58.3-8s., Mott scoring 3m. 3-4s. The third trial heat was run by H. D. Corey of the Meteor Club, Boston, at eighty yards, and — Colman of East Boston at one hundred yards. The latter kept his lead for four laps, with Corey riding easily behind him; but on the fifth the meteor shot to the front and won in 2m. 59.3-4s., Colman stopping the timer at 3m. 4.3-8s. The second event was the professional ten-mile straightaway for \$400 and the championship of America. Both the men appeared to be in excellent condition, although Rollinson still complained of feeling the effects of his foot sprain received at Montreal recently. This race has been so long threatened and so much talked of, that considerable interest was felt in the result, by wheelmen especially; but although during its progress the spectators manifested their appreciation of the struggle, and often evinced enthusiasm as now one and now the other took the lead about every two or three laps, yet to those most familiar with scenes on the race-track it was evident that the struggle, at least on Prince's part was anything but earnest, he having the result in his own hands all the time. The race needs no description, the men simply alternating positions at

short intervals until, entering the second lap of the last mile, Prince took and retained the lead to the finish, the timer stopping at 34m. 27.7-8s., Rollinson scoring 34m. 29.1-2s.

SUMMARY.

PRINCE.		ROLLINSON.	
1.	3.19½	.....	3.20
2.	6.44½	.....	6.44½
3.	10.10¼	.....	10.10½
4.	13.38½	.....	13.39
5.	17.05	.....	17.04½
6.	20.32½	.....	20.32¼
7.	24.03½	.....	24.04
8.	27.31¼	.....	27.31½
9.	31.01	.....	31.01½
10.	34.27½	.....	34.29½

The third event was a slow race of 100 yards, Messrs. Turner, Brown, Newcomb, and Howard competing; but all except the latter got dismounted at two rods, and Howard rode to the finish alone.

The fourth and most interesting event of all was the five-mile straightaway between Dean, Underwood, Claffin, Corey, and J. C. Garrood, the latter starting merely to complete his entry, and withdrawing after one lap. The contestants got off in good style, and for four miles kept well together in the following order: Claffin, Dean, Corey, Underwood. On the first lap of the fifth mile Underwood spurred rapidly to the front amid loud cheers, and on the second lap Corey passed to second place, and Dean to third, leaving Claffin at the rear. On the third lap, by another brilliant spurt, Corey passed Underwood, taking first place, and in this order they entered on the fifth and last lap. The spectators were now wild with excitement, which grew to a perfect storm of cheers and shouts as the men neared the finish. As they came in view from the judge's stand it was seen that Underwood had again taken the lead, and each of the others was making desperate efforts to pass his immediate leader, and all dangerously close to the outer side of the track. Underwood and Corey passed safely over the scratch; but within three yards or less of it Claffin's wheel took Dean's rear, and both men were piled on the floor directly across the line, neither receiving serious injury, although Dean got a bad cut over the left eyebrow, and Claffin was too much bruised to compete in the final heat of the mile handicap.

SUMMARY FIVE-MILE RACE.

UNDERWOOD.		COREY.		DEAN.		CLAFLIN.	
1.	3.36	3.35½	.....	3.55½	.....	3.35	.....
2.	7.01	7.00½	.....	7.00½	.....	7.00	.....
3.	10.31	10.30½	.....	10.30½	.....	10.30	.....
4.	14.03	14.02½	.....	14.02½	.....	14.02½	.....
5.	17.01½	17.02½	.....	17.03	.....	17.03½	.....

The fifth event was a five-mile race for a purse of \$100 between Mlle. Louise Armaindo and Miss Ida Blackwell, the latter being allowed three hundred and fifty-two yards (one lap) start. Except the exhibition of easy and graceful riding by Armaindo, this contest was wholly void of interest, Blackwell being merely a foil for the other. Mlle. Armaindo's time was 91m. 50.1-8s.; Miss Blackwell's 21m. 15.1-8s. for four miles and three laps. Miss Armaindo's mile times were: 3.52.3-4; 7.49.1-8; 11.49.1-8; 15.49.3-4; 19.50.1-8. Her first mile was the fastest yet made by a woman.

The sixth and last event was the final heat of the one-mile handicap by the winners in the trial heats, and the second man in the fastest heat. These should have been Underwood, Claffin, Corey, and Mott; but Claffin, disabled by his fall, did not start. The race proved an interesting and exciting one, although it was evident that Corey's 80 yards and Mott's 60 yards was too heavy a handicap for Underwood at scratch, as he failed to come near his opponents at any time. Corey led the first three laps, when he changed positions with Mott, but on the fifth again came to the front and finished a winner in 2m. 56.5-8, Mott second in 2m. 59.1-4s., and Underwood in 3m. 7s.

The officers of the events were: Judges, E. C. Hodges, Boston Bicycle Club, F. B. Carpenter, Crescent Bicycle Club, C. E. Pratt, Boston Bicycle Club; referee, W. E. Gilman, Chelsea Bicycle Club; handicapper, J. S. Prince; starter, F.

W. Weston, Boston Bicycle Club; clerks of the course, C. L. Clark and C. Barrows, Boston Bicycle Club, and E. Norton, Harvard Bicycle Club; time-keepers, A. L. Easterbrook, Boston Bicycle Club, C. A. Walker, Jr., American Watch Company, R. P. Ahl, Massachusetts Bicycle Club. The prizes in the amateur events were gold and silver L. A. W. badges.—*Bicycling World*.

GERMANTOWN BICYCLE RACE MEETING.

The first race meeting of the Germantown Bi. C. was to have been held at Stenton, Saturday, May 6th. An unusually heavy rainstorm during that entire afternoon caused a postponement to Tuesday, 9th inst., on which date the races took place. The weather was fine, with only a slight breeze blowing from the northwest, so that the times—for Stenton track—were very good. In the first heat of the first event—a one-mile race from scratch—two contestants only appeared at the mark—Messrs. Abram G. Powell, of Germantown Club, and Chas. M. Miller, of Philadelphia. Won by Powell neatly in 3 min. 31 sec. The same style of performance was gone through with in the second heat by C. G. Wright and John V. Ramsden of the G. Bi. C., the former winning 3.31 5-8. Ramsden ran off the track on one of the sharp corners and got somewhat discouraged. In the third and last trial heat, H. W. Merchant, of the Centaur, and Jos. Dyson, of Frankford Bi. C., were very evenly matched, and Dyson won only by a few yards on the home stretch. Time, 3.37. The *Second Event* of the programme was a 1-2-mile race for boys under 16. Won handily by Irvine Corse, of Germantown, in 1.46 1-8. The third event—a two-mile handicap was won by Powell in 7 m. 11 sec. from scratch: C. G. Wright—25 yds., second; H. W. Merchant, 140 yds., dismounted. About 4 P. M. the *Fourth Event*—a novices' race—was called, and in the first trial heat appeared A. Hansall, Pegasus Club, R. J. W. Brewster, Phila., and Geo. P. Craven, G. Bi. C. Brewster took the lead at the start and held it throughout, though closely pushed by both Hansall and Craven, finishing first in 3 m. 30 sec. Hansall second. The second heat resulted in a victory for J. P. Croasdale over C. Harly—both Philadelphians—in 3.38, and in the third heat, a pretty race between J. P. Curran, Phila., H. S. Wood, Phila., and S. Smith, Frankford Bi., culminated in a triumph for Wood in 3.33 1-2. The *Fifth Event*, a 5-mile handicap, brought to their respective marks Geo. D. Gideon, G. Bi. C., scratch, Jno. V. Ramsden, G. Bi. C., 250 yards. Sam'l Crawford, Phila., 280 yards, and Jos. Dyson, Frankford Bi. C. C., 300 yards. The handicappers had been exceedingly liberal to Gideon, and on the third lap he had made up his handicap, on the fourth lap broken through his men, and on the fifteenth lap was one lap ahead in addition to his handicap, winning the race in 17 m. 41 sec. Dyson No. 2. The final heat of the mile race was won by Powell in 3.22 1-2, Wright a good second in 3.23. Wright rode a very plucky race, having been suffering from cramps, and compelled to slow up in the two mile race for same reason. The *Final* of the novices' races was won by H. J. Wood in 1.25 2-8; Brewster second in 3.25 3-4—a very pretty race and well contested.

Stenton is a narrow, badly shaped track for bicycle racing, and fast time on it is an impossibility. * * *

HARTFORD, CT., April 27th, 1882.

Editor of the Wheel.—DEAR SIR: As some impatience has been expressed in print and out of it, about the delay in getting orders filled for the Expert Columbia Bicycle, and some reproach is brought upon the Pope Manufacturing Company and ourselves on that account, we ask your permission to make an explanation.

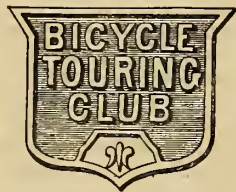
The contract for the production of the "Expert Columbia" was closed in Dec., 1881, delivery on our part to begin with a certain quantity in March, largely increased in April and May. We at once started work upon the Bicycles, and if our plans, laid as they were, in accordance with years of experience, had not been frustrated at so many points, The Pope Co. would have been able to have filled all orders and to have stock on hand. We would submit to any "business-like" and practical manufacturer the detailed reasons for the delay, in firm confidence

that the verdict would be that no sparing in outlay of money or insufficiency of machinery or men, has caused the non-compliance with terms of contract.

All manufacturers of metal in this country are overrun with work. Stock is very difficult to obtain, steel makers dislike to contract for new patterns or new qualities while their production is taxed to its utmost capacity for regular goods. Every manufacturer in this city is behind orders, and almost any New England town will tell the same tale. General prosperity is at flood tide, and such is then always the case.

We do not expect to much longer task the patience of The Pope Co., or their customers, as we have the machine work complete on several hundred "Experts," and are making daily shipments.

Yours respectfully,
WEED SEWING MACHINE CO.



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 their 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.

CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox Bi. Club weekly runs.

SATURDAYS.—Manhattan Bi. Club weekly runs, 4 P. M. sharp.

CLOSING OF ENTRIES FOR BICYCLE RACES.

MAY 13.—To Secretary Crescent Athletic Club, 150 West Forty-fourth street, N. Y. Fee 50 cents. Two-mile bicycle race, handicap. Games at Manhattan A. C. Grounds, May 19, at 4 P. M.

MAY 13.—To Secretary Staten Island Athletic Club, P. O. Box 169, New Brighton, S. I. Fee 50 cents. Three-mile bicycle handicap. Games May 20, at 3.15 P. M., at Club Grounds, corner Bement and Henderson Avenues, West New Brighton, Staten Island.

MAY 22.—To G. R. Smith, Secretary, Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge streets, Brooklyn, E. D. Fee 50 cents. Two-mile handicap. Games May 30, at 2.30 P. M.

MAY 27.—To F. J. Graham, Secretary, 56th street and Eighth Avenue. Fee 50 cents. One-mile handicap race. Games June 3d, at 3.45 P. M. Manhattan Athletic Club Grounds.

JUNE 1.—To M. M. Forrest, Secretary N. A. A. A. P. O. Box 3,478, New York City. Fee \$2. Two-mile and five-mile bicycle race. Games June 10, at 10 A. M. and 3 P. M., at Manhattan Polo Grounds.

AUGUST.—A fifty-mile bicycle race will be given during the month of September. Particulars later.

MAY.—BOSTON BICYCLE CLUB, 53 Union Park. Saturday, 6. Headquarters 4 P. M. Forest Hill Station. Morton, Austin street, Blue Hill Avenue, Mattapan, Washington street to "Cobbs." So, Canton. Supper and night. (17 m.) Sunday, 7. Breakfast "Cobbs." (Excursions ad lib. Massapoag Pond, etc.) Dinner "Cobbs," 12.30. Return 1.30. Canton Corners, Braintree, Home. Saturday, 13. Headquarters, 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars. Sunday, 14. Providence 8.30 A. M. sharp. Ride to Boston via Canton. Arrive home 5.30 P. M. Sunday, 21. Headquarters 10.30 A. M. Lexington via Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 ad lib. Wednesday, 24. Headquarters 4.30 P. M. Club Drill. Important that members going to Chicago should attend. Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet. Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Grantville and Wellesley. Dinner at Hotel 1 P. M. Return 2.30 ad lib. Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M. Tuesday, 30. Rendezvous at Grand Pacific Hotel, Chicago, Ill., 9 A. M. L. A. W. Meet. FULL UNIFORM. Per order Fixture Committee.

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