

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club of America.

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EDITORIAL JOTTINGS.

Here we are again.

A new heading, a new dress, and a new volume.

Sufficient inducement for every bicyclist to subscribe, especially as we will visit him once a week.

The Park Case does not seem so very far off, as it comes up for argument in the General Term in about two weeks.

Due notice of the date will be given, and our wheelmen ought to show their interest by attending.

After the success of the Springfield races, it proves that a purely bicycle race meeting can be attractive. The Springfield Club played for a large stake, and went in on a broad principle in all its details, and the result was so satisfactory that it should encourage other clubs to do likewise.

Our contemporary is urging the League to give other open events than the mile race at their fall meeting. We fail to see how they can after the united championships with the N. A. A. A. A.

By the way, the medals not being distributed, it is not the fault of the N. A. A. A. A., as their committee have been unable to have a meeting with the L. A. W. committee, Mr. Putnam having been down to the Bermuda Isles on business, preventing his giving his attention to the matter.

A number of racing men having abandoned the path on the "advice of their physician," is it a sign that racing is injurious or that the course of training unsuitable?

We are inclined to think the latter the case. Our racers diet enough, but they fail to develop the spurting quality so necessary for fast times, and exhaust themselves on long rides at a rapid pace, instead of taking it easier with a few hard spurts.

After the spirited contest which McKee & Harrington (of this city) have had with the Pope Manufacturing Company, for something over two years, in two suits, they have last week consented to a decree against them, and have taken a license from the latter company to sell off their machines on hand. The *Bicycling World*, by the way, will now have to wait some time longer before it sees its prophesied defeat of its pet "monopoly."

TRIP TO THE DELAWARE WATER GAP.

Four members of the "Middletown Bicycle Club," of Middletown, N. Y., arrived at the Kittatinny House Tuesday evening: R. T. Low, captain, with a 50-inch "English Club;" W. B. Smith, with a 54-inch "Expert Columbia;" W. N. Knapp, with a 48-inch "Columbia," and H. C. Ogden, with a 50-inch "Columbia."

The club uniform is a cadet-blue hat, coat and pants, red stockings, and pretty hand-painted badges on blue satin ribbon, bearing the monogram M. B. C. on a bicycle wheel.

The club met in Port Jervis on Monday, and leaving at 5 o'clock arrived in Milford about 5.40. After a luscious supper they were gorgeously entertained by a jolly party of young lady boarders of the Crissman House, where the club stopped. They left Milford the next A. M. at 10 o'clock, and arrived at the Peters House, Bushkill, in time for dinner. They were detained at Bushkill by a heavy shower till after 5 P. M., when they started on for the Water Gap through from three to six inches of mud and water, over a very rough road, but arrived at the Kittatinny House about dark—where it is needless to say they were finely entertained—and, after visiting all places of interest about the Water Gap, started for home Thursday A. M.

The club at one place was mistaken by an old lady for a party of surveyors, and asked if the machines were surveying instruments. At Water Gap they were photographed in a group with their bicycles, and when they have added

up the smooth road, the muddy road, the old lady and the pretty girls, the Crissman and the Kittatinny, the good fare, the music, the dancing, the thrilling rapidity and the slow hill climbing, the photograph and the good greeting generally, they balance the book of their trip by crediting at least 1000 per cent. profit, and advise all bicyclers to go and do likewise. L.

L. N. H. W.

In answer to invitations sent out by the Rockingham Bicycle Club, to wheelmen residing in New Hampshire, to join in a two days' meet in Portsmouth, the bicyclers commenced to arrive on the 16th. The Nashua Wheel Club, with six uniformed members, leaving that city in the morning, making their trip from Epping on their wheels in the afternoon. Two riders from East Rochester, mounted on American Stars arrived in the evening.

On the 17th twenty-two men assembled for a ride of 32 miles through Newcastle, Rye and Hampton. Stops were made at the Aquarium, Walbach Tower, Fort Constitution, Rye and Hampton Beaches. Dinner was served at the Union House at Hampton. Young Girard, on his little 40-inch wheel, made the all-day trip, keeping the lead with the 1st division. Secretary Wilkins rode from Manchester, to join in the trip, making a run of 60 miles during the day.

An early morning ride was made on the 18th to the residence of Hon. Frank Jones, where the wheelmen were invited to the gardens and presented with buttonhole bouquets. The parade was formed at ten o'clock, A. M., on State street, and wheeled through the principal streets, headed by the Rockingham Club, with eleven men; the Nashua Wheel Club, with six men; the Manchester Bicycle Club, with four men, followed by wheelmen from Fisherville, East Rochester, Goffstown and North Weare, numbering 27 men in line. The drill of the wheelmen on Market Square by bugle-calls was excellent. Davis Bros. photographed the visitors in front of the post-office.

At 12:15 a marine bicycle race was run between the captain, Hazlett, and president, Phil-

brock, of the Rockingham Club, the course being from Church Point to the Concord railroad wharf, and return to the landing. The contestants were very evenly matched, the captain winning by a few inches. A race between the Gilman Brothers, of Nashua, was won, by several lengths, by the younger brother, Edward M. Gilman.

The complimentary dinner at the Rockingham House was an excellent one. Remarks were made by Captain Hazlett, Mayor Treat, President Gilman, of the *Bicycling World*, Captain Gilman, the treasurer of the League of American Wheelmen, Secretary Wilkins, of the Manchester Club, and several others.

After the banquet, the League of New Hampshire Wheelmen was organized as a branch of the League of American Wheelmen, being the first sub-league composed wholly of L. A. W. members. The meeting was called by Chief Consul C. A. Hazlett; C. H. Wilkins, of Manchester, was elected Secretary and Treasurer. The Nashua Wheel Club extended a formal invitation to the New Hampshire wheelmen to meet in that city on the second annual gathering in 1883.

TELZAH.

FROM THE CLUBS.

MERIDEN WHEEL CLUB.—This new Club was organized last spring with about fourteen members. The officers are as follows: T. S. Rust, Captain; G. S. Smith, First Lieutenant; J. F. Ives, Second Lieutenant; Louis Casper, Secretary and Treasurer; W. N. Lane, Bugler. The other members are: J. C. Booth, J. E. Brainard, Will Collins, W. W. Parker, W. A. Breckenridge, Joseph Hyde, Dave Frausburg, H. J. Foster and Robert Brant. Although small in numbers, they make up in quality what is lacking in quantity, and are a notable example of what a small club can accomplish.

BROOKLYN.—The moonlight run that was to have taken place last Thursday was unavoidably postponed on account of the moon not being on hand. The members of the Club have been scattered through the summer; but the Secretary hopes to report some active interest in wheeling before long.

PENNSYLVANIA.—We are now in a position to give some further particulars in regard to the Pennsylvania Bicycle Club. The organization has been perfected, and the various points hitherto in abeyance definitely settled. The uniform is to be dark brown, the material composing it corduroy. The club badge is a very appropriate and characteristic one. It is a complete bicycle in miniature, with Pennsylvania inserted among the spokes of front wheel. The colors taken by Pensley are blue and old gold—a union of colors which is, to say the least, artistic. At present there are sixteen riders who answer to Penn'a, and this number is pretty certain to be augmented before long, or else the number of unattached in West Philadelphia has been overestimated. We gave the names of officers appointed in a former number, and have now to add that of Mr. J. L. Roberts, who has been appointed sub-captain.

OWL CLUB.—The Owl Bicycle Club (of Bordentown, N. J.), organized July 10th, 1882, has rented and fitted up a front room on the ground floor of the Odd Fellows' Hall, in Church street. The members house their bicycles there, and have a complete way of placing them. Last Monday evening the following officers were elected: President, John O. Hudson; Captain, F. G. Wiese; 1st Lieut., Philip Brakeley; Secretary and Treasurer, Edgar Haas, Jr.; Bugler, Louis W. Wiese. We would not be surprised if there should be an entry or two from this club at the coming county fair.

COMING EVENTS.

October 4. Entries close for one and five-mile race, amateur championship of Canada, at Montreal October 7th. Entrance fee, 50 cents, to Chairman Sports Committee, Box 1138, Montreal, Canada.

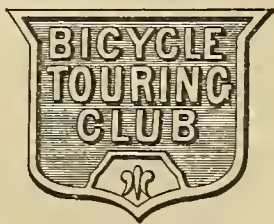
October 7. Three-mile heat race at St. Louis, by the Missouri Bicycle Club. Entries close at noon with Geo. C. Oeters, Secretary. No entrance fee.

October 14. Three-mile race at Stenton, Pa., at 2 P. M. Fall games of the Olympic Athletic Club. Fee, 50 cents, to Wm. Wunder, Secretary, 47 Rittenhouse Street, Germantown, Philadelphia, Pa.

October 17. Entries close for one and three-mile race at games of Young America Cricket Club, to be held at Stenton, October 21st. Entrance fee 50 cents, to be sent to Percy C. Madina, 201 Walnut Place, Philadelphia, Pa.

October 26. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

'CYCLING INSTITUTIONS.



Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees \$2.50, which includes silver badge. Annual dues 75 cents.



LEAGUE OF AMERICAN WHEELMEN.—Applications for membership should be sent to Kingman N. Putnam, Secretary, 54 Wall Street. Membership fee \$1.00 per annum.

What we would Like to Know.

Why the New York clubs are not united in a large organization, and not broken up into six small clubs that can hardly turn out six men each.

When Col. Pope and Capt. Hodges will shake hands.

Whether the latter is not a monopolist himself in his way.

Whether he did not begin his career as such, when he made a contract with the largest bicycle company not to advertise in any other bicycle paper for a year.

Or when he got the convention to vote the *Bicycling World* the "L. A. W. organ."

Whether the Park Case, which will come up again for argument, will be decided in our favor.

Whether the wheelmen appreciate the fact that the Pope Manufacturing Company are paying all the expenses of the same.

Why the *Wheelman* is not out yet.

What the *Bicycling World* means when it claims to be "organ of the L. A. W."

Why it never says a good word for the League or its management.

Why it always throws vitriol at the League.

Whether "the organ" isn't really a bunion on the League foot.

Why Editor Gilman rides an Expert.

Why Publisher Hodges don't.

Why Pitman is not accepted by the League.

Why a Boston importer don't pay his advertising bills.

Why all bicyclers should not subscribe to THE WHEEL.

Why the Philadelphia Meet should not be the biggest thing on record.

Why a thousand wheelmen will not put in appearance.

If "Chic" was ever blackballed in the Manhattan Bicycle Club?

Why he insists upon representing in the *Bicycling World* that the club is dead, when it is on too solid a basis to disband?

Why members of a reputable New York club encourage and associate with James Revell, the hero of the disgraceful ball affair of last winter?

Whether the Mercury Club will consolidate with the Lenox, or break up as rumored?

CORRESPONDENCE.

The annual meeting of the Cleveland Bicycle Club for the election of Officers takes place on October 3d, and after the election they will have a banquet.

Captain Sholes and H. W. Forward started on September 19th for a wheel trip from here to Buffalo, and from there to Urbana, O. by rail, and from there to Cincinnati on their wheels. They reached Madison at 3.50 on the 19th, Girard on the 20th, where they were laid up a day by the rain; on the 22d they started for Erie, and when near Fairview Captain Sholes noticed that the front forks of his new Premier were broken at the head, and after riding cautiously to Erie, he wired here for a machine to finish his journey with. The machine being sent him, late on the morning of the 23d they resumed their journey, reaching a point 68 miles from Erie that night, finishing their journey the next day by wheeling into Buffalo.

Sunday riding has become very popular with us here this fall, and every week parties go some where. On Sunday, September 17th, eight wheeled down to Akron, 41 miles, and last Sunday a party went to Painsville.

The wheeling in this vicinity for about thirty miles is mostly good, but we have awful winds and some terrible hills, one I have seen seeming to raise one foot in every two.

There is some talk of a fall race meeting by the Clevelanders, but owing to the lateness of the season will probably not take place.

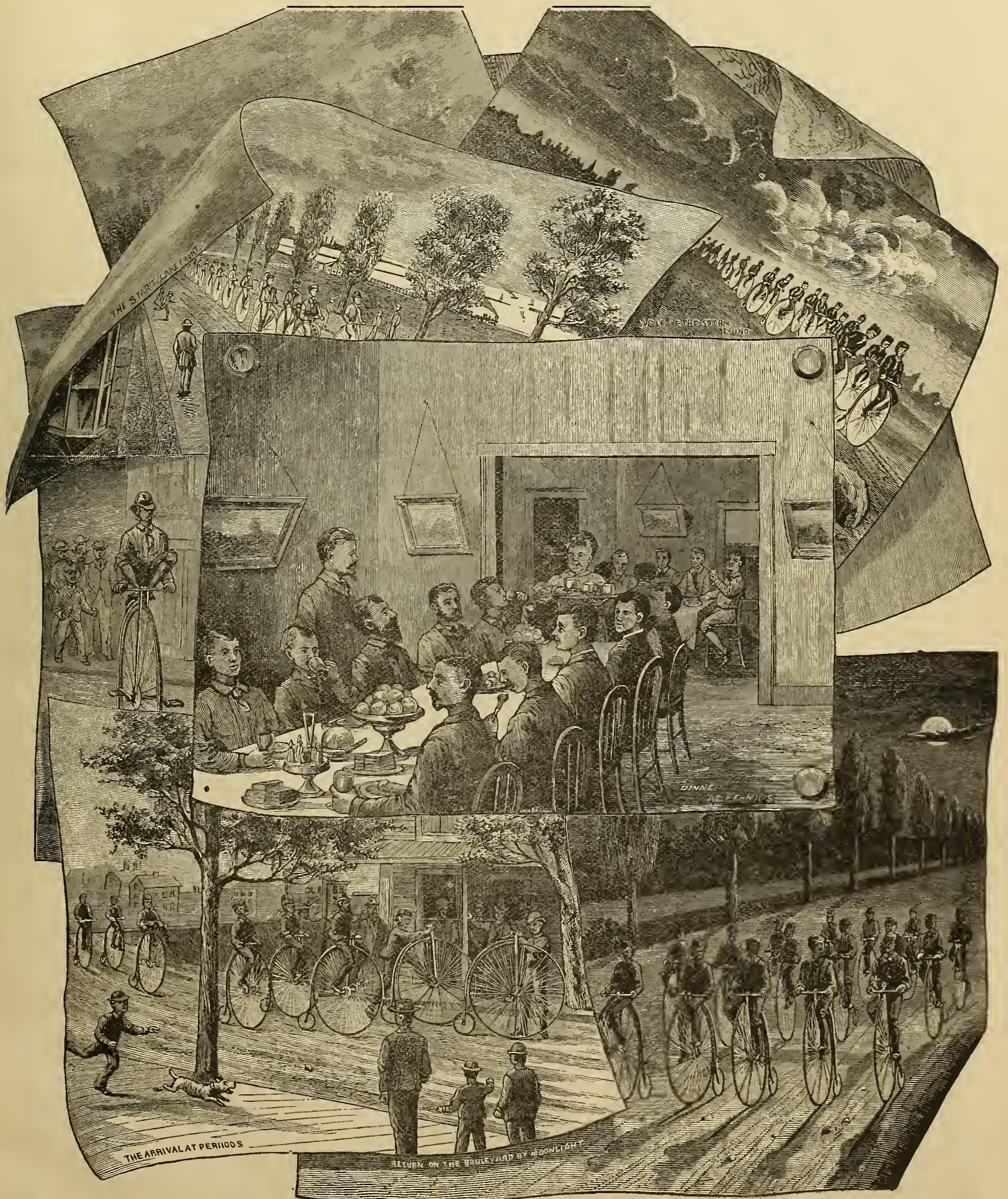
V. C. Place, of Greenville, Pa., who has been astonishing the natives down your way, was recently going to race 50 miles for \$2,000 against the pacer Ben Hamilton at Greenville, but the Hmane Society objected to the race coming off; so it did not.

In a conversation with a Cleveland rider not long ago, said C., asking Mr. Place if he would not have been sorry to become a pro—, he replied "that he had \$7,000 up on the race, and for that amount of money would do a good deal."

Yours, SOL-A-MAN.

[Mr. Place, in a recent conversation told us that arrangements for the race were made without his consent, and only fell through on account of refusing to participate.—Ed.]

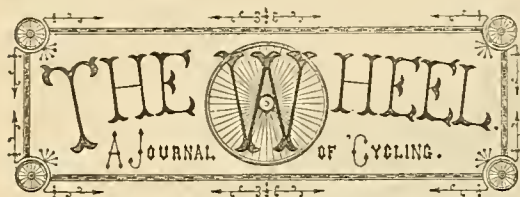
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"BICYCLING IN CHICAGO."

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FRED. JENKINS, - - - Editor.
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NEW YORK, OCTOBER 4, 1882.

TO ALL BICYCLERS.

WE would be obliged to Wheelmen if they would send us the names and addresses of those interested in Bicycling, as we wish to spread the "Wheel Gospel" as much as possible.

A RACE TRACK ON THE BOSTON COMMON.

It is interesting to one who takes a broad look over the country from time to time, to notice the difference in the management of cities in respect to meeting the convenience and pleasure of their inhabitants. The course of the bicycle through the country has brought into relief quite notably this difference. In some cities and towns it was welcomed; in others it met slight opposition at first, but pretty immediate acquaintance; in others it met stubborn opposition, overcome only by influence too strong to be resisted, or actual or impending legal action.

A refreshing instance of official kindness, and that which gives occasion for this comment, has just been afforded in Boston. Boston Common is the apple of Boston's eye. A beautiful, undulating tract of about fifty acres, covered with trees, including a pond, a deer park and a graveyard, with divers other things, such as bandstand, fountain, etc., and containing the frog-pond made famous by Dr. Holmes. Boston citizens and city have preserved the tract from all encroachments with great care. The Fourth of July occurs on Boston Common with its multitudes of people from the country, its balloon ascensions, its games of base-ball and lacrosse, its fireworks, its free concerts; and then there are the military parades, and the annual parade of the Boston School Battalion; and many other things which make it of special interest. No carriages are allowed on it; but it is intersected in every direction by well-gravelled malls. On the "parade ground," where most of the things just mentioned occur, the city government has arranged for bicycle races on the Fourth of July for two years past, by clipping and rolling the sward to form a track. Poor at best, and usually too poor to be inviting to our best wheelmen. The move off from Huntington Avenue,

or Commonwealth Avenue, of these annual races, was caused more by the necessity of providing a place where fifty thousand people could witness the races, than anything else.

At a meeting of the Boston Board of Aldermen on Monday, 11th September, "Alderman Slade offered an order that the Committee on Common and Public Grounds be authorized to lay out and prepare a bicycle track on the parade ground on Boston Common at an expense not exceeding \$1,500, to be charged to the appropriation for incidentals." In presenting this order Alderman Slade took occasion to remark, amongst other things: "It has been my privilege to be on the Fourth of July Committee on Bicycle Races for four or five years. It is getting to be quite an institution in the community—this bicycle riding * * * a quarter of a mile track has been laid out on what is called the parade ground. It has been rolled, and put in as good condition as possible, but it cannot be in very good condition at best. I believe the bicycle riders claim that there are some 3,000 wheelmen, as they call themselves, in Boston and vicinity, and they are very anxious that something should be done. I looked into the matter at the time, and had some talk with the Superintendent of Common in regard to it. * * * It seems to be a favorable time to make a track there. I think the inside of this circle would be ample room for a play-ground for the boys, and it could be understood that they were to keep within that circle, and that they should not mar the Common anywhere else. Therefore, I think it would be an excellent thing to build a track there. The expense would be trifling. I move to refer the matter to the Committee on Common. If they will take hold of it soon, the track can be built and at a very little expense. * * * There are many young men learning to ride bicycles. This will take them out of the streets, and give them a place to practice." In connection with this subject, Alderman Haldeman, Chairman of the Committee on Common, remarked: "I think myself that something of that kind would be suitable on fête days, and, perhaps, under certain restrictions, we might keep the track open all the time." The order was accordingly referred to the Committee on Common and Public Grounds.

As neither of these gentlemen are wheelmen, or in any way interested in bicycling, except as public spirited citizens, this incident in municipal legislation is somewhat interesting. It recalls the reluctant though graceful yielding to the inevitable by the Brooklyn Board of Aldermen some three years ago; though that action was brought about by influence of wheelmen, while this later action which we have referred to seems to have been spontaneous. If we had a few "fathers" like Alderman Slade in New York, what a popular move it would be to place a couple of them on the Board of Park Commissioners.

A PECULIAR RACE MEETING.

About a week ago a circular fell into our hands which read as follows: "Half mile race in heats at the Hokuspokus County Fair. Races under the auspices of the Cab and Gown Bicycle Club, sanctioned by the L. A. W. Hand-

some gold medals, etc. Good hard track." As a natural result, some of the New York racing men went up to "scoop it in." Arriving at the grounds, the competitors found that the entries closed on the track, and were made by holding up your hand to the judge and calling out your name. There was no questions raised as to amateur standing, and had any professional been on the ground he could have entered and ridden with ease. The members of the Cab and Gown Club were present, but it seems that beyond that little was done to preserve League rules.

No time-keeper had been provided, so one of the competitors loaned his split second stop watch to the judge, who, not understanding its workings, accidentally stopped it in the middle of the race, and no time was taken. In the first heat our friend's crank dropped off, and he was unable to finish, and the heat was taken by a Mass. Bi Club man. The unfortunate rider tried to borrow another bicycle, but the members of the Cab and Gown Club declared that it was contrary to *League rules* to loan a bicycle to a competitor. He finally succeeded in obtaining a 50-inch bicycle from an outsider, but being himself a 56-inch man, he only secured second place, the Mass. man again taking first. As this made a tie for second place, a third heat had to be run, and with the help of three countrymen, he started and won easily—the members of the Cab and Gown Club having two entries from their club, declining to assist him in starting.

But now the peculiar part of the whole business follows: Judge the surprise of our amateur when the judge pulled a ten dollar bill out of his vest pocket and offered it to him as his prize. He promptly declined, and insisted upon an order on Messrs. Bartens & Rice, of this city, for a medal worth that amount. After considerable talk and explanations this was done. The winner received his fifteen dollars, and we hope was sensible enough to apply it towards a medal. But even the fact of his receiving the same was an error, and he should have declined having anything to do with it.

This is no fanciful sketch. The race actually occurred at Spring Valley, N. Y., and was given under the auspices of the Hackensack Bicycle Club, and was supposed to have been under League rules. It is written for the purpose of showing that a racing board cannot work thoroughly without having representatives to see that League rules and customs are carried out.

The idea of granting sanction to a club who are not competent to manage a race meeting; who cannot properly time a race; who allow money to be offered as prizes, and who show themselves utterly ignorant of all racing customs, is absurd. We have not the slightest doubt but that the board acted in good faith, and thought that they were doing what was right in the matter, but it shows the folly of granting indiscriminate sanction to every bicycle race without being assured that a League Chief Consul, or a representative, would be present to look after League interests.

The racing board should increase its membership, and have representatives in different sections throughout the country, whose duty it shall be to pass upon applications, and, when League sanction is granted, to see that the letter of the law, as well as the spirit, is properly carried out. Then the League can be a power; but a few repetitions such as the above only call down ridicule upon what can be made the leading athletic association of the United States.

WHEEL RACES.

THE SPRINGFIELD TOURNAMENT.

At the risk of publishing news that is a trifle old, we feel it is hardly in justice to the Springfield Club to allow their efforts to pass unnoticed. The following account from the *Republican* will be read with pleasure by all who had the good fortune to be there, as well as those who were obliged to remain at home.

The bicycle club have been very successful in their attempt to engineer probably the largest tournament of the kind ever held in this country. There were about 12,000 people on the park yesterday afternoon, and at least 1500 gathered at the rink last night, so that the necessarily large expenses will be easily paid and a round sum left. The day was all that could be desired and the track, John S. Prince said, was the best in America. Little's and Hutchins's bands played finely and were heartily praised. The police force did excellent work and quickly quelled the numerous minor disturbances, which sprung up toward the close. The races lasted over five hours, and the judges were Dr. C. M. Rust of Meriden, Conn., Charles Percival of Boston, and Edward H. Tolman of Worcester.

The bicyclists kept coming in till noon, and the line of march was formed at one o'clock as follows: Detachment of police under Officer Wright, Little's Band, Springfield Bicycle Club, Attleboro, New Haven, Conn., Rutland, Vt., Brocton, Boston Ramblers, Chicopee, Greenfield, Glastonbury, Pawtucket, R. I., Mount Vernon, Northampton. Second division: Hutchins's Band, Meriden Club, Manhattan, Ixion, Massachusetts of Boston, Natick, Holyoke, Marblehead, Columbia of Attleboro, Worcester, Scitico, Wilbraham, Easthampton, Menotomy of Arlington, Glen Falls, N. Y., Waltham, Pittsfield, West Springfield, Mittineague. There were 94 bicycles and 1 tricycle in the first division, and 97 bicycles and 2 tricycles in the second. The procession passed through Dwight, State and Main streets, and was witnessed by about 25,000 people.

ONE-MILE RACE.

There were over 40 entries for this race, but only nine started, the order being: J. W. Wattles, Jr., of Boston, George M. Hendee of this city, W. R. Pitman of New York, L. W. Morse of North Attleboro, C. W. Clark of Waltham, J. G. Knowlton of Easthampton, V. C. Place of Greenville, Pa., W. A. Norton of Natick, F. Moore, the amateur champion of England. Hendee took the lead and held it until he reached the three-quarter post, where Moore caught up with him, and they came down the home-stretch together, Moore passing under the wire only a few feet ahead in 2.54 $\frac{3}{4}$. Norton was third, Wattles fourth, Morse fifth, and the others straggled along behind. Pitman fell just before reaching the half-mile post, and did not try to

catch up. Clark, Place and Knowlton failed to respond to the second-heat bell, and the others held these positions: Moore, Hendee, Norton, Wattles, Morse. Hendee again led at the first and second quarters, although Moore and Norton were close behind. Moore passed him on the home-stretch and won by a rod, with Norton third, Wattles fourth, and Morse fifth. Time, 2.57 $\frac{1}{4}$.

TWO-MILE RACE.

Seven of the 30 contestants entered started in this race, Herman D. Clark of Mt. Carmel, Ct., having the pole, with the others in this order: W. A. Norton, B. G. Sanford of New York, V. C. Place, F. Moore, H. J. Hall of Brooklyn, L. W. Morse. Morse, Place and Clark got the best start, but at the quarter post Place led, with Moore well up and the others a rod behind. Place maintained his lead at the end of the first mile, but Moore was pushing him, and Clark was several rods behind. This order was kept till the last post was passed, Moore taking the lead on the homestretch, and leaving his plucky contestant one and Clark five rods behind, Sanford being fourth and Morse fifth. Time, 6.14. Morse, Norton and Hall fell out in the second heat. The other four kept close together for the first mile, with Place ahead, Moore second, Clark third and Sanford fourth. Sanford passed Clark on the next quarter, but fell back to his old position before the third quarter was reached. Moore again passed Place on the homestretch, wheeling under the wire in 6-21 $\frac{1}{2}$.

ONE-HALF MILE DASHES.

Seven started for the half-mile post, J. Q. Hatch of Northboro leading, with W. R. Pitman second. George M. Hendee of this city, however, led at the quarter post and easily won, with Hatch second and Pitman third. Time, 1.24 $\frac{3}{4}$. It was thought that George Nash of this city might take the half-mile boys' race, but for some reason he was drawn, leaving only four to start. H. J. Smith of New York, who rode a 52 wheel, easily won in 1.43 $\frac{3}{4}$, Charles P. Adams of this city being second, Atty Hanks third and Oscar Gengenbach fourth. Hanks spurred nicely at the close and passed Gengenbach.

FIVE-MILE WOMEN'S RACE.

In this race Mlle. Louise Armaindo of Montreal gave T. W. Eyck of New York half a mile start. She wore a cardinal suit with silver trimmings and a blue cap, and rode very gracefully. She gained nearly one-eighth of a mile on Eyck the first mile, and at the end of the second had closed up about half the gap. She kept gaining till the homestretch was reached, when she caught up with Eyck, and they rode together till they reached the club stand, where the woman went to the front amid loud cheers, and came in a rod ahead. Time: First mile, 3.46; second, 4.50; third, 4.05 $\frac{3}{4}$; fourth, 4.13 $\frac{1}{4}$; fifth, 4.40 $\frac{1}{2}$ —20.55 $\frac{1}{2}$. The race was plainly a sham, and at one time the crowd came near hissing Eyck, when he was barely moving.

FIVE-MILE AMATEUR RACE.

Moore was having everything his own way so completely, that he gave the others 30 seconds start in this race. Four started in this order: V. C. Place, W. A. Norton, A. D. Claflin of Newtonville, L. W. Morse, B. G. Sanford. The first three soon left the others, Place leading with Norton second. Moore gained a few rods on the first mile, and passed Sanford and Morse on the second. In the third mile Moore kept gaining, and finally passed Claflin and Norton at the three-quarter post. Place kept the first position till he reached the homestretch, when Moore, who had evidently been playing with him, wheeled by. The judges undertook to keep the time of each mile, but got badly mixed and were only sure of the total—15.47 $\frac{3}{4}$.

ONE HUNDRED YARDS SLOW RACE.

Only four of the 28 entered started in this, and two of them soon gave up, leaving C. S. Howard of Boston and George Nash. Howard easily won.

ONE MILE WITHOUT HANDS.

Seven started in this race as follows: J. G. Knowlton of Easthampton, S. B. Ives of Salem, J. Q. Hatch, F. F. Ames of Pawtucket, H. W. Tufts of North Attleboro, George M. Hendee, Chester W. Clark of Waltham. Ives led, followed closely by Hendee and Tufts till the half-mile post was reached, when Hatch forged ahead, with Hendee a good second and Tufts third. This order was maintained to the close, the time being 3.28 $\frac{3}{4}$.

THE TWENTY-MILE RACE.

In this race James Mellen and Thomas Harrison rode alternately five miles against John S. Prince, the champion of the United States. Prince looked and rode finely, and was kept busy by his opponents, who are both splendid wheelmen. Prince's idea was to "tag," and he carried it out to perfection. He was not ten feet behind in any part of the race, and on the homestretch made a magnificent spurt, leaving Harrison two rods behind. Time, 5 miles, 17.08; 10 miles, 33.59 $\frac{1}{2}$; 15 miles, 51.18; 20 miles, 68.10 $\frac{1}{4}$. The cheering was vociferous, and the crowd almost placed the winner on their shoulders in their enthusiasm.

The rink was filled to its utmost capacity by eight o'clock in the evening, and a large number were turned away. A table in the centre of the floor was covered with prizes worth over \$1000, which were awarded amid applause and music by the bands. The home club then went through the movements of a drill, and George M. Hendee of this city, C. S. Howard of Boston, and Harry Tufts of Attleboro showed some excellent fancy riding.

FALL MEETING M. A. C.

The Manhattan Athletic Club scored a success in point of attendance at their fifth annual Fall meeting, the attendance being the largest seen at a like meeting for some time past. The day was fine and the track in as good condition as could be expected in view of the recent heavy rains. The two-mile handicap race, usually kept until the last event, was run second, and the result was a small field, several racing men appearing on the ground after it was all over. A. F. Camacho received 45 seconds start, W. H. Austin 30 seconds, while E. A. Thomson was at scratch. The handicapper had been very liberal with Austin, who had competed in championship games at scratch, and Thomson had little chance, although riding very gamely. Camacho was about a lap and a half when the last man started, but showed such little speed that he was soon overhauled. We advise him to stick to sprinting as more his forte. Austin surprised his friends and probably himself by making about 250 yards in his time allowance, which distance Thomson was unable to make up entirely. Thomson rode his first mile in 3m. 22 $\frac{1}{2}$ s., and the two miles in 7m. 14 1-5s, but Austin won in 7m. 29 $\frac{1}{2}$ s. After the games a scrub race of a mile was indulged in by four of the late comers, which was won by Louis Stearns in 3m. 35s. Mr. E. A. Thomson officiated as referee, judge, starter, scorer, and time-keeper, filling these arduous positions with ease and satisfaction, both to himself and those immediately interested.

THE WAVERLEY RACES.

The races at the New Jersey State Fair were to have been held on Friday, but owing to the severe rain storm were postponed until Tuesday, September 26th, and instead of the thousands of spectators who would have been present, about two hundred assembled to witness the sport.

The first race was started at 3 P. M. sharp, and was for the championship of New Jersey. Distance, one mile. A. C. Bedell and A. L. Hopper, of the Essex Bicycle Club contested for honors, and the former easily won in the slow time of 4m., 27 $\frac{1}{4}$ s. The track was very soft, and at one point a running stream had been filled in with loose dirt, making fast time dangerous, as well as impossible. A strong northerly wind also impeded the riders.

In the two mile handicap, V. C. Place was at scratch, E. A. Thompson, Lenox Bicycle Club, received 60 yards; F. E. Davidson, 90 yards, and B. G. Sanford, 160 yards. Place soon had his handicaps made up, and was the first to finish the mile in 3m., 55s. On the second lap Davidson dropped out, leaving the three to finish in a leisurely manner, which they did, Place winning in 8m., 43s., and Thomson second in 9m., 17s.

In the half mile dash that followed, the ranks were enforced by Messrs. Lockwood and Coleman of Red Bank, who arrived too late to participate in the Jersey Championship. The race was a pretty one for a lap, when all were bunched together with the big Western man at the front, as was expected. Thompson, Davidson and Coleman followed in one, two, three order, about five yards apart, while Lockwood was distanced, and did not start in the second heat. Place won easily in 2m., $\frac{3}{4}$ s., with Thomson second.

The second heat of the Jersey Championship was a repetition of the first as regards result, but the time was a trifle slower, being 4m., 57s., the men being almost brought to a standstill by the wind in the back stretch.

Only four men contested for honors in the five mile race, and these were Place, Thomson, Sanford and Coleman. Mr. Place, who seemed to have little trouble in winning, took the lead at the start, and was soon lost sight of. Coleman retired at the end of the first mile, leaving Sanford, who persists in riding a machine too large for him, and Thomson to struggle for second place. Thomson soon lapped his man, while Place gamboled around the pair, completing the distance in 22m., 28s., Thomson finishing in 24m., 38s. The final race of the day was the mile handicap. Place, who had won everything, generously withdrew on his own accord to "give the boys a chance," which left E. A. Thomson, 25 yds.; F. E. Davidson, 40 yds.; L. A. Lockwood and A. R. Coleman at 70 yds., and A. L. Hopper 100 yds. Thomson rode with good judgment, and gained steadily on his men. Davidson in the fourth lap ran into a bad hole in the track, resulting in a nasty cropper, which spoiled his chances in the race. The others dropped behind, leaving Thomson and Lockwood to finish. The latter spurted well, but the thin man from New York let out a link and won handily in 4m., 10 $\frac{3}{8}$ s., Lockwood's time being 4m., 18s. The prize in the fancy riding contest was awarded to G. A. Wells, Jr., while his other competitor, Mr. C. A. Knight, "stood still." The strains from the bugle of Mr. Edwin Oliver were sounded with pleasing effect on the "last lap." Handsome gold medals were given to the first and second men in each event.

The committee of arrangements consisted of A. C. Bedell, Essex Bicycle Club; Herbert W. Knight, Essex Bicycle Club, and Fred Jenkins.

The thanks of the committee are extended to Messrs. Wm. McEwen, Elliott Mason, Dr. N. M. Beckwith, Edwin Oliver, and others who officiated as field officers. Everything went smoothly, and had the rain not spoiled the track and attendance, the N. J. S. A. C. races would have been a brilliant success.

MARYLAND CLUB RACES.

The annual races of our club are over. The races were held on the third day of the Baltimore Oriole. The weather opened beautifully and promised to give us a chance to fill the reserved seats. By 2.30 there were in Newington Park fully 2,000 people, the majority of them ladies. The bright sky and sun, the green field stretching a quarter of a mile in each direction, bounded by a 12-foot track, and in its centre the stacked machines all nickelled and bright as silver, and the grouping of the wheelmen in their handsome uniforms, the immense grand stand, on which were seated the famous beauties of Baltimore in their variously hued dresses, made it a sight which will be impressed upon many of the 'cyclers present. By the time the races were started, a brisk wind was blowing down the stretch, which made the racers exert their limbs a little to get away; but coming in they had the advantage of it, which brought them in at a stirring pace. The track, which was of dead rock, was four laps to the mile, and nearly circular. The officials were as follows: Referee, Edward A. Griffith, president of the Maryland Bicycle Club; judges, Leland Howard of the Capital Bicycle Club (Washington), J. D. Iglehart, Baltimore Athletic Club, and Lieut. Harry E. Brown of the Maryland Bicycle Club; timers, L. Stone King, E. H. Bennett, of the Maryland Bicycle Club; clerk of the course, E. F. LeCato, secretary of the Maryland Bicycle Club, assisted by Ernest Prince; starter, Albert Trego, captain Maryland Bicycle Club. Previous to the beginning of the races, the Capital Bicycle Club of Washington—twenty-eight men, officered by Capt. E. H. Fowler, Sub-Capt. John T. Loomis, and Junior Sub-Capt. S. P. Hollingsworth—mounted upon their bicycles, paraded over the grounds and course. Their splendid appearance and graceful movements elicited great applause, and formed a fitting prelude to the sports. The first race was half-mile heats, open to club members only; first prize, Maryland Bicycle Club badge, value, \$25; second prize, nickelled "King of the Road" lamp. The starters in the first heat were Arthur Harrison, J. D. Lord, Jr., and A. B. Bruce. Harrison won in 1m. 44 $\frac{1}{4}$ s. The second heat, between E. F. LeCato and Jere W. Lord, was won by Lord in 1m. 40 $\frac{1}{4}$ s., LeCato's time being 1m. 42 $\frac{3}{4}$ s. The second race was a two-mile dash open to all amateurs; first prize, medal, value, \$25; second prize, medal, value, \$12. The starters were J. A. Ulman of Baltimore, J. J. Barrill of New York, A. G. Powell of Philadelphia, V. C. Place of Greenville, Pa., and Arthur Bohm of Baltimore. Barrill led on the first lap, but his saddle slipped after passing the scratch, and he stopped. Place then took the lead and held it to the end, winning in 7m. 53 $\frac{1}{4}$ s., Powell second in 7m. 20 $\frac{3}{4}$ s. The third and final heat of the half-mile race, between Jere W. Lord and Arthur B. Harrison, winner of the first and second heats, was won, after a remarkably close and exciting contest, by Lord in 1m. 39 $\frac{1}{4}$ s., Harrison finishing in 1m. 39 $\frac{1}{2}$ s. The fourth race was a one-mile handicap, open to club members only; first prize, medal, valued at \$35; second prize, nickelled .Eolus ball pedals. E. B. Harrison and E. F. LeCato started from the scratch, J. D. Lord fifty and Charles T. Stran one hundred yards start. Stran, who is a fine young rider, maintained his lead to the finish, and won in 3m. 32 $\frac{1}{4}$ s., Harrison second. The fifth race was a three-mile dash, open to all amateurs; first prize, medal valued at \$35; second prize, medal valued at \$18; time heats. The starters were J. J. Barrill, V. C. Place, A. G. Powell, and Rex Smith of Washington. Barrill led in the first lap, but was overhauled in the second turn by Place, who won the race in 10m. 44 $\frac{1}{2}$ s., Powell second in 11m. 21s. The sixth and last race was a five-mile contest for the championship

of the Maryland Bicycle Club, the champion's trophy being valued at \$65; souvenir valued at \$15 to the second man. The starters were J. D. Lord, Jr., Arthur B. Harrison, J. Day Flack, and E. F. LeCato. LeCato went out after the first mile, and Lord retired on his seventh round, leaving the race to Harrison and Flack, who finished respectively in 19m. 17s. and 19m. 26s. The time was good, though the race, on account of its length and the presence of only two contestants on the track, was the least interesting of the series. At the conclusion of the contests, Messrs. Rex Smith and V. C. Place gave an exhibition of fancy riding, Mr. Smith performing some very difficult feats.

At the close of the races, the Maryland and Capital Bicycle Clubs formed in line and rode to the club-house, where a lunch was served. I understand from Place he is going to Springfield. I certainly wish him success, for he is a good racer, and a tip-top fellow in every respect. Our club was exactly six months old on the day of our races, and we can congratulate ourselves that they were a success in every respect.—*Bicycling World*.

LOUISVILLE TOURNAMENT.

A good sized and enthusiastic crowd attended the bicycle races given by the Kentucky Club at their track on the 12th inst. The sport was started by a one mile heat race between Charles H. Jenkins, W. F. Gregory and L. Welle. Jenkins came in first in 3.29, Gregory second, and Welle third. In coming in on home stretch Welle passed Gregory on the inside, which is against the rules, and second place was given to Gregory.

Second heat—Jenkins and Gregory came to time, Jenkins winning in 3.31. First prize, gold medal; second prize, gold medal.

Second race was half mile heat race for non-residents only, and was won by Ben Johnson, of Bardstown, in two straight heats in 1.39 and 1.39 $\frac{3}{4}$ respectively. Second place in first heat was won by Demuth, of Bowling Green. In the second heat Demuth and Rogdon ran a dead heat for second place, and rode it over again to decide, when Rogdon won by a length. First prize, gold medal; second prize, cyclometer.

Third race was a three mile dash. Entries, S. Holloway, L. Welle and W. F. Gregory. Welle led until the last lap, when Holloway spurted for the lead, took it and finished first in 12m., 24 $\frac{3}{4}$ s., Welle lapping his wheel. First prize, gold medal; second prize, hub lamp.

Fourth race was one and a half mile dash for riders who had never won a race. Entries were J. Adams and Leon Johnson, of Louisville, and Demuth, of Bowling Green. Adams finished first in 5m., 28 $\frac{1}{2}$ s.; Johnson second. First prize, gold medal; second prize, gold medal.

Fifth race was quarter mile dash. Entries, N. G. Crawford, J. Adams, O. W. Thomas and O. Moran. Adams got the start, Thomas second, Crawford third and Moran last, which positions were kept until on the home stretch, when Crawford spurted, passed Thomas and Adams, and beat Adams by about two feet. Time 47 $\frac{1}{4}$ seconds. First prize, gold medal; second prize, cyclometer.

Sixth race was ten mile dash. Entries, Chas. H. Jenkins, S. Holloway, W. F. Gregory, L. Welle and S. G. Crawford. This was a waiting race for Jenkins, who took his time and kept behind until near the finish, as usual, when he spurted and finished first in 40m., 51s., Holloway a good second, Gregory a good third, and Welle last, Crawford having dropped out on the fourth mile, complaining of cramps. First prize, \$50 silver cup; second prize, pair of ball pedals; third prize, cyclometer.

Last race—Chas. H. Jenkins rode five miles against Crawford, Adams, Holloway, Moran and

Gregory, and beat all five the whole distance in 17.12½. Jenkins was in good training, while the other boys were not. If pushed, Jenkins can do better still.

Fully one-third of the audience was composed of ladies, who seemed to enjoy the sport as much if not more than the gentlemen.

Wm. Franke (the twenty mile record young man), has retired from the racing path, we are sorry to say. We hope to see him on the path again next summer.

Jenkins won a one mile race at Bardstown, Ky., September 5th, and a one mile race at Franklyn, Ky., September 9th; also half mile race at Nashville, Tenn., September 16th. He is a born racer, and never has been pushed yet (with probably one exception), to win a race. He rides with the greatest ease, and never looks like as if exerting himself. Long may he live and win.

L'ALLEGRO.

RACES AT TROY.

The first annual tournament of the Troy Bicycle Club took place at Rensselaer Park yesterday, and was witnessed by a large assemblage. The Albany club participated in the parade, which was a very fine one. Both clubs made an excellent appearance. Captain Scattergood was one of the judges. The first event, which was for a silver medal and contested for by members of the Troy Club only, was the two mile race, with the following entries: Ross, Torrance, Edmans, De Goyler, Powers and Lynd, and was won by Ross, who maintained the lead throughout, in eight minutes twelve and a quarter seconds; De Goyler second, in nine minutes eleven seconds. Strait and Thiessen were the only entries in the three mile race, which was won by the former, with ease, in fourteen minutes sixteen seconds; Thiessen, fourteen minutes forty-seven seconds. There were seven entries in the five mile race, of which three finished, Strait, who showed wonderful endurance, leading and winning in twenty-one minutes thirty-seven seconds, and thereby wins a handsome gold medal; Powers, who crossed the line second, in twenty-six minutes five seconds, received the silver medal, with monogram worked in gold. A. Edmans won the slow race. Both teams had a social gathering at Harmony Hall last evening, tendered by the Troy Club, which was a most enjoyable affair. The Albany Club returned home at a late hour last night.

AMERICAN RECORDS BEATEN.

The ten mile amateur race at Beacon Park, Boston, Mass., on the 13th ult., was won by Frank Moore, of Birmingham, England, in 33m., 34s. Moore had for competitors J. S. Dean and J. Hewitt, of Boston, and E. M. Bent, of Framingham, to each of whom he gave one minute start. He took up his handicap on the third mile, his time at the end of each mile being as follows: One mile, 3m., 8½s.; two miles, 6m., 27s.; three miles, 9m., 48s.; four miles, 13m., 7s.; five miles, 16m., 30s.; six miles, 19m., 54s.; seven miles, 23m., 20s.; eight miles, 25m., 48s.; nine miles, 30m., 15½s.; ten miles, 33m., 34s. The third mile beats all American out-door time, and the sixth, seventh, eighth, ninth and tenth all previous American amateur records for those distances. Dean was second in 37m., 42s.

The professional five mile race at the same place and on the same date, was won by J. S. Prince in 17m., 1s. J. E. Mellen and Thomas Harrison each received forty seconds start, but the champion had an easy job, and rode the mile as follows: One mile, 3m., 13½s.; two miles, 6m., 35s.; three miles, 10m., 2s.; four miles, 13m., 24½s.; five miles, 17m., 1s. Mellen was second in 17m., 41 2-5s.

It certainly seems very strange that there should be any trouble in timing a five mile race on a mile track, yet it seems that the timers at Springfield were unable to give Moore's time for the third and fourth mile, which was undoubtedly faster than the best record. All the reports we have seen give only the total time for the five miles. Then again, the track being measured three feet from the pole, we fail to see how the records made are allowed to stand.

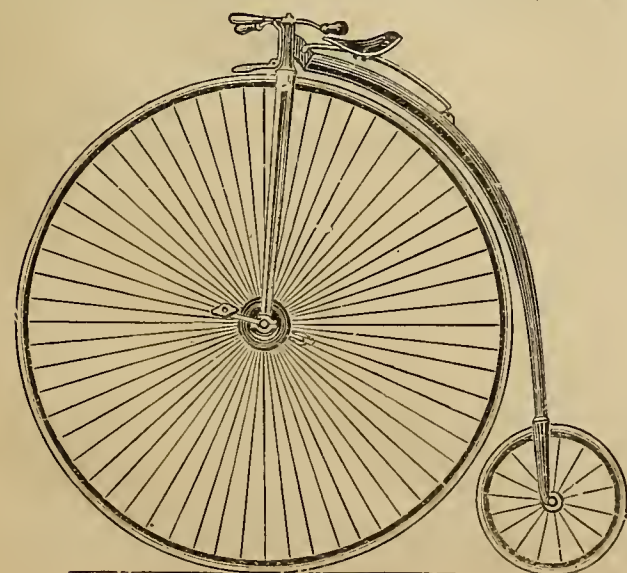
FISHERY LANE, September 9, 1882.

EDITOR OF THE WHEEL.—You are aware, sir, and I hope most of your readers too, that a meeting of wheelmen is to be held at Philadelphia, October 26th, during the Bi-centennial. Now, I believe that there is to be a meeting of the B. T. C.—the American branch—this fall; why cannot both meetings be held at the same time and place? and after the general run, let the B. T. C. men wend their way over our pike to Bryn Mawr—and the usual social B. T. C. supper. This is only a suggestion, but I should like to see it acted upon, and do not doubt its being carried into effect would add many names to the Club. Yours, etc.,

J. O. PENNELL, B. T. C. G. Bi. C.

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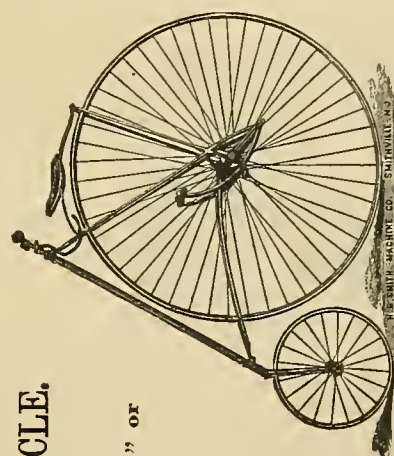
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J. S. PHILLIPS, {
608 Washington Street, Boston.

PHILADELPHIA, PENNA.

Thursday, 26th October, 1882.

Grand Bicycle Meet
IN FAIRMOUNT PARK,

AT 10 O'CLOCK, A. M.

Races at 3 O'Clock, P. M.

PROGRAMME FOR THE RACES IS AS FOLLOWS:

ONE MILE, in heats. Open to all Amateurs.
TWO MILE Handicap. 200 yards limit. Open to all Amateurs.

ONE MILE Race for novices. Open to all never having won a first prize.

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FIVE MILE Handicap. All Amateurs.

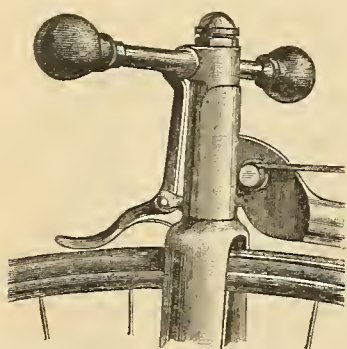
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