

THE WHEEL.

A Journal of 'Cycling.

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

Vol. II. No. 26.]

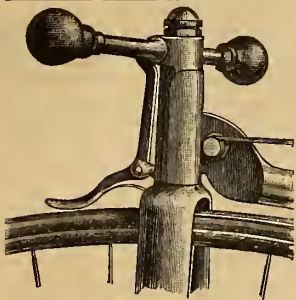
SEPTEMBER 13, 1882.

[Whole No. 52.]

On and after October 4th, THE WHEEL will be published as a Weekly Journal of 'Cycling, at No. 22 NEW CHURCH STREET. The Subscription price will be \$1.50 per annum.

FRED. JENKINS, *Editor and Publisher.*

CHAS. E. PRATT, *Editorial Contributor.*



Have You Examined
THE "EXPERT" COLUMBIA BICYCLE,
Designed by Experts,
Made by Experts,
To be Used by Experts?

If not, *you can* now do so, as it is on exhibition at the Warerooms of The Pope Manufacturing Co. (the makers), 597 Washington Street, Boston, Mass., and at all their principal agencies.

ORDERS for this new, elegant and scientific Bicycle have already come in so rapidly that the manufacturers have been compelled to double their requisitions at the factory.

HAVE YOU TRIED
THE "COLUMBIA" BICYCLES AS NOW MADE,

*With all their IMPROVEMENTS in Materials and Construction and
Perfection in Workmanship?*

If not, *you can* now do so; as our stock for 1882 is larger and our facilities greater than ever before; and *you should* do so, because they are the easiest, staunchest, and most reliable of Bicycles for road use. *Look* for the improvements and excellencies, proved by actual use and approved by the best scientific experts, in our

EXPERT COLUMBIAS,
STANDARD COLUMBIAS,

SPECIAL COLUMBIAS,
and MUSTANGS.

Send three cent stamp for our new ILLUSTRATED CATALOGUE (36 pp. full of information) describing them.

THE POPE MANUFACTURING CO.,
597 WASHINGTON STREET, BOSTON, MASS.

CONTENTS.

Advertisements.....	201-207
Adversaria.....	202
Bi-Centennial of Philadelphia.....	203
Coming Events.....	203
Correspondence.....	202
From the Clubs.....	205
Editorial Volume III of The Wheel....	204
League of Ohio Wheelmen.....	204
Long Club Run, A.....	203
Wheel Races.....	206
Which is Correct.....	205

ADVERSARIA.

It seems that with my usual brilliancy I got hold of the wrong end of the horn by describing, in a former issue, the attitude of the Pope Manufacturing Co. before the Tariff Committee.

The Pope Manufacturing Co. did not urge the advance of duty on English bicycles, but rather requested a reduction of tariff on the foreign steel necessary in the construction of their Columbia's.

This is a step in the right direction, and if the Pope Manufacturing Co. had only followed it up with a supplemented request to reduce the duty correspondingly on imported bicycles, they would have incurred the everlasting gratitude of wheelmen at large.

If a reduction on English steel means a like reduction on domestic machines, then we can even be happy with this half loaf, but that such is to be absolutely the case is a matter the future alone would prove.

Patriotism and protection are two good things in their way, but when one has to pay double price for a first-class machine in this country, the two p's appear rather obnoxious than otherwise, and the desire to foster home manufacture oozes out, when we come to fork over the extra \$60 to \$70 demanded on this side of the water.

We shall all wait with anxiety the action, if any, taken by the Tariff Committee on manufactured material, and on the later petition made by bicyclers at large for reduction on the imported machines.

That we will have to pay an advance in this country over English prices on machines, whether domestic or foreign, no one will doubt, but to have the present exorbitant price materially reduced, must be the aim of every rider to bring about.

In your excellent article of the No. 51 you make strictures on the carping disposition shown by your worthy contemporary in the so-called "anti-monopoly war," and your tip to turn their eloquence toward encouraging home industry was a well-timed hint.

No one can help admitting that the Pope Manufacturing Co. have done great things for bicycling in this country, and their friends can rest with an easy conscience in the knowledge that bicycling has done great things for the Pope Manufacturing Co. in return.

All good bicyclers will pray with me, that we have peace and reasonable priced bicycles, with the standard in quality

not lowered one iota from that of the well-known first class makes. Whether English or American manufacturers furnish us with the latter article is of little moment to the average pedal-pusher.

With all due respect to the wisdom of the editor of this paper, I was a trifle astonished to find a rather narrow-minded thought expressed in the otherwise very broad and catholic article heretofore alluded to.

"We like to see American ideas * * * encouraged in all things." Now are we, as Americans, to encourage it simply because it *is* American? and are we to discard English, French and German ideas, no matter how they have been proven superior, just because they cannot lay claim of birth to "The land of the brave and home of the free?"

If we are to have a simon pure bicycle built, entirely on "American ideas," we should now have to ride a rubber tyre almost entirely alone. To French and English ideas are we mostly indebted for the perfected wheel as it now stands.

Ideas should be adapted not on account of nationality and regardless of intrinsic value, but we should be prepared to receive tips and scan them for their worth, whether they originate in the fecund brain of Arabi Pasha, Gen'l Wolsely or Sitting Bull, and, in order not to leave France out, I might add DeLesseps. I am a cosmopolite, in so far that I want the *best*, whatever part of the globe it comes from.

I may have laid too much stress on an unguarded remark of yours and have put a wrong construction on same, but I *have* so often heard bicyclers take such absurd stands for and against *both* English and American "ideas" that I could not refrain from hitting such a gentle tap. Had you said "We like to see improvements and American manufacturers encouraged" it would have been more in keeping with "American ideas."

I care not from whence the effort to reduce tariff on imported machines emanates—I should have been pleased to have had the honor of originating *that* "American idea"—the question of sincerity does not enter into my calculations at all; it is a question of \$60 to \$70 per machine. Hence I hope against belief in the favorable hearing of "my" petition.

CHANG.

CORRESPONDENCE.

TARIFF ON BICYCLES.

The following letter was received after THE WHEEL went to press and before the paper had been received in Boston. It is substantially the same as our editorial on the subject, but we willingly give it place, as it corrects an impression that has heretofore been allowed to pass without protest:

Editor THE WHEEL:

My attention has been called to a statement in your issue of the 16th inst., that "Report has it that a representative from the Pope Manufacturing Co. has been before the Tariff Committee at Long Branch, urging the advance of duties on foreign made bicycles from 35 per cent. to 45 per cent. *ad valorem*;" with some comment thereon.

Any such alleged "report" is entirely unfounded. I am the only representative of that Company that went before the Tariff Commission; I did so at the request of the New York Free Trade Club because I was known to be a "free trader"; I advocated a reduction of the duty on steel, showed the injustice of the present tariff; and I urged a *reduction* of the duty on bicycles. When asked by a member of the Commission if it would not satisfy my business needs to have an advance in

the duty on imported bicycles and tricycles I replied that it would not and I should oppose that as unjust.

The "report" you refer to probably arose from an editorial in the organ of a Boston stock-broker, whose office and whose paper I do not patronize, but who pays me and my company considerable public attention. L. A. W. elections being all over, he makes a flourish of petitions for reduction of duty on bicycles, in which if there be any virtue I anticipated him by filing with the Tariff Commission a formulated petition to that effect before he started.

I send you herewith a copy of my remarks in chief, as printed in one of the Boston papers (the substance of it was printed in most of the leading dailies), and ask you to correct "Chang" and others who been misinformed as to my action in this matter. I cannot answer, nor can you print corrections of all mistakes afloat; but this one seems of sufficient importance to be noticed.

Respectfully,

ALBERT A. POPE.

BOSTON, August 30, 1882.

BI-CENTENNIAL OF PHILADELPHIA.

GRAND BICYCLE MEET.

We understand that operations are in full swing for a Grand Meet at Phil'a during the Bi-Centennial celebration of that city. There is a great stir among the riders of the Quaker City, and everything promises fair for a meet on a scale far beyond anything yet attempted in that line by the dwellers in the "Brick Tents" of Billy Penn. The possession of Fairmont Park alone, ought to be an immense incentive to the efforts of Phil'a wheelmen, to make their commemoration meet a "big thing." Unlike "the powers that be" who hold sway over "Central Park," the commissioners of the magnificent Phil'a demesne have shown a kindly and sensible spirit, and an appreciative idea of the rights of bicycle riders, by throwing open Fairmont Park to wheelmen.

Preliminary matters have been arranged in connection with the "meet," which will take place on the 26th of October, and it is probable that the hour for assembling will be during the forenoon, but this with other matters of information we will be in a better position to report definitely, when the plans for the occasion are more fully matured. The line will probably start along the East side of the river Schuylkil and continue on to the Falls village, cross the bridge there, and return along the West river drive, turning to the right along the Chamounix road, to the new race track, just being laid in the nick of time for the "cyclers." This track is a half-mile one, and will be an immense lift to the Quaker City wheelmen in furthering the success of their undertaking. No doubt representatives will attend this meet in large numbers from New York and New England. We hear that the Washington fancy men have determined to show Phila. what they can do. At present, everything points to a happy development of this, the latest idea of our friends in Phila., and the occasion will offer a good chance, one that ought not to be refused by wheelmen residing at a long distance, both to attend the celebration and see the City of Penn. Below we give the names of the Committee appointed to organize the meet:

H. R. Lewis, (Phila Club), Chairman.

H. A. Blackerton, (Phila. B. Club.) H. C. Blair, - - (Phila. Club).
G. D. Gideon, (Germant'n Club). D. Lees, - (Frankfort Club).
H. B. Hart, - - (Phila. Club). F. S. Harris, (Germant'n Club).
S. N. Osborne, - (Phila. Club). L. Barry, - (University Club).
C. M. Hudder, - (Phila. Club). J. Pennell, - (Germant'n Club).
A. H. MacOwen, (Penna. Club). H. M. Linnard, (Germant'n Club).
E. B. Fox, - - (Phila. Club). W. R. Tucker, (Germant'n Club).

A LONG CLUB RUN.

Five members of the Boston Bicycle Club, with guests, started from Northboro at 4:38 A. M. yesterday for the club's 100-mile run. The party was under the command of W. B. Everett, the other members being F. Morris, W. H. Edmands, R. M.

Diaz, T. H. Wakefield of the Boston club; F. J. Philbrick, Rockingham club; E. A. Hemminway and C. T. Holland, unattached. The start was made from Northboro against a strong northeast wind. The following are the times and distances between the various places on the route:

	Time of leaving.	Distance
Northboro	4:38	..
South Framingham.....	6:30	14
South Natick (breakfast).....	8:15	5¾
Dedham.....	9:27	10
Stoughton.....	11:25	11¾
Brockton (dinner)	1:30	4½
Quincy.....	3:17	14
Waltham (supper).....	8:00	31
Boston.....	9:30	11½
Total.....		102½

The total running time was 16h. 52m., 4h. and 18m. being consumed in stops for breakfast, dinner and supper, making 12h. 34m. actual running time for 102 1-2 miles. The distances were taken by two cyclometers, which tallied exactly with each other, and are undoubtedly correct. This is the longest club ride ever made in this country, and to the Boston Club belongs the honor of the long-distance road club in the country. The success of the run was largely owing to the good judgment of Capt. Everett, who planned and executed the affair. There was a large gathering at the club house to welcome the 100-milers last evening.—*Boston Herald*.

COMING EVENTS.

September 14. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value \$20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value \$25; second prize, medal, value \$12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value \$35; second prize, nickelled Æolus ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value \$35; second prize, medal, value \$18. Fifth race, five-mile championship of the Maryland Bicycle Club. Prize, gold medal, value \$65; to second man, medal, value \$15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., September 12.

September 16. Third Annual Twenty-mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

September 19. First annual races and tournament of Albany Bicycle Club at Island Park Race Course. Events: half-mile dash, one-mile race, three-mile race, five-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to \$150 will be given for prizes.

September 20. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

September 18. Entries close with F. Jenkins, 791 5th Ave., Herbert W. Knight, 766 Broad street or Benj. Haines, 764 Broad street, Newark, N. J., for New Jersey State Agricultural Society races on Friday, September 22, at 3 P. M. One-mile Championship of New Jersey, two-mile handicap, half-mile dash, fancy riding, five-mile (scratch), one-mile handicap. Entrance fee, \$1. Races sanctioned by L. A. W.

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 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.

September 30. Two-mile handicap at Manhattan Athletic Club.

THE WHEEL.

A Journal of 'Cycling.

The Official Organ of the Bicycle Touring Club in America.

EDITED AND PUBLISHED

BY THE

WHEEL PUBLISHING COMPANY,

38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.

EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

ENTERED AT THE POST OFFICE AS SECOND CLASS RATES.

NEW YORK, September 13, 1882.

VOLUME III OF THE WHEEL.

With this number we draw the second volume to a close. It was not without some fear as to the result that we launched our craft some two years ago, but now we look forward to the future with confidence. We have made many friends among our subscribers, and we doubt not but what they will stand by us, especially as we shall visit them once a week. Our columns have always been open to all, we have shown manufacturers, agents and dealers an equal amount of favor. We make no discrimination as to whether a party advertises with us or not. If we have criticised, it has been with a friendly spirit and in an open manner; we do not believe in so-called "open letters" over an anonymous signature. We have never attacked a person without permitting him to defend himself, and we discourage such practice.

In racing, THE WHEEL feels that it has done much to advance that branch of bicycling. Correct reports of every event have been chronicled, and records preserved and presented. This department in future will be under the direct management of our old editor, Mr. Jenkins, who will give it his personal attention.

Our club news has of late fallen off. This is due entirely to the secretaries who permit opportunities to slip by, when a clipping or concise report would assist us to build up this department. We want a correspondent in every club and we mean to have one. If the secretary has not the interest of the club at hand to keep the wheel world posted, we will find one who does.

Touring, the most fascinating pleasure of bicycling, has received its share of attention and will in future.

To sum up in few words we intend to make THE WHEEL a weekly paper that will be invaluable to the wheelman. To make it a record of every event, race, meeting, meet or club doings. We want active support both from subscribers and correspondents. We shall change the typographical appearance of our journal, and occasionally brighten it with illustrations.

The low price at which the subscription is placed ought to enable all to contribute their mite. We thank our old subscribers for their support and ask their help in the future.

LEAGUE OF OHIO WHEELMEN.

The pleasure of the wheelmen was somewhat marred yesterday by the threatening condition of the weather. The parade, which was to have taken place at two o'clock in the afternoon,

was postponed till 9:30 sharp this morning. The deferring of this feature was quite a disappointment to a large number of people who had come out and made extensive arrangements to witness the same. On North High street, the route of the procession, quite a number of houses had decorated, and on some of the large lawns along the way banners had been stretched bearing the letters L. O. W. High street was lined with people, and the sidewalks were filled with people along the entire line of the parade. The wet and slippery condition of the streets, however, made it almost impossible for the parade to take place, with any pleasure to the participants, and very little to spectators. It will take place this morning, even if the conditions are not favorable. It is estimated now that there are about 200 members of the League present and this will be the big day. The visitors entertained themselves as best they could yesterday, and later in the day, after the streets had dried off some, many were out on their wheels and taking in different parts of the city. As soon as the executive committee discovered that it would not be agreeable to have the parade they made arrangements for a business meeting in the afternoon.

The business session of the annual meet was held in the City Hall, with over one hundred members present, all in uniform. President H. B. Hutchinson presided. Secretary and Treasurer D. E. Barnum and Corresponding Secretary Charles J. Krag were at the desks. President Hutchinson made a neat little speech, reviewing the history of the League of Ohio Wheelmen. Last year there were fifty-two in attendance, and now there are five times that number. The officers and executive committee made their annual reports. The treasury has a little over one hundred dollars in it.

After the transaction of considerable routine business and a general expression of opinions on different matters, the new Constitution was adopted by voting for each article separately.

W. R. Kinnear and John P. McCune reported that the half mile track at the fair grounds could not be put in good condition, and that the races would necessarily take place on the mile track.

On motion of Mr. Livingston, it was decided that the next Annual Meet be held in Columbus during the progress of the State Fair of 1883. It was decided that there can be no limit as to age in receiving members, and the bright boys of Springfield were admitted.

There was considerable discussion as to badges, getting bicycles carried on the railroads, and the general management of the League. President Hutchinson had declined to be put at the head of the League again, and there was a new deal, with the exception of the Secretary. The following are the officers elected for the ensuing year:

President, H. S. Livingston, of Cincinnati; Vice President, Fred. T. Skoles, of Cleveland; Secretary and Treasurer, D. E. Barnum, of Springfield. Directors—T. J. Kirkpatrick, of Springfield; C. H. Walbridge, Toledo; J. M. Osborn, Fremont; H. M. Kitchell, Cincinnati; N. E. Chandler, Zanesville; H. B. Hutchinson, Columbus.

Thanks were returned to the retiring officers, the State Board of Agriculture and others, together with a flourish of speech and the giving of "yells" and calls. Mr. Hutchinson, on retiring, returned his thanks, and introduced Mr. Livingston in an eulogistic manner. The latter expressed in fine manner his appreciation of the honor conferred on him, and he was greeted with demonstrations of a genuine ovation. Before adjourning, it was announced that all members of the League would meet at the west front of the State House at 8:30 this morning for a photograph by Baker, that the parade would start at 9:30, and that all should report for the march to the fair grounds at 1:30 this afternoon.

The last day of the Wheelmen's Meet ended most auspiciously in the City Hall last evening. This, undoubtedly the most complete assembly of bicyclists ever held in the country, could not have had a more complete close than it had. The crowd to see the fancy drill was large and of distinguished appearance. The gallery was almost filled with elegantly dressed ladies. The stage held Governor Foster and a number of prominent citizens, besides nearly all the bicyclists who were

not entered in the contest. The entire floor, from platform to pillars, under the balcony, was clear for the movements of the bicyclists. It was discovered that the so-called professional fancy riders, who show themselves on the variety stage or in the circus arena, are not the only nor the best manipulators of their wheels. Feats of grace and daring were accomplished by the three single contestants which could hardly be surpassed anywhere. The first contest was in the performance of twenty-five different movements, requiring more or less skill and practice. The judges were: Messrs. W. H. Miller, of this city, H. S. Livingston, of Cincinnati, and C. H. Walbridge, of Toledo. The grade of the various contestants was determined by the sum total of numbers for respectively "excellent," "good" and "fair" execution of the movements. The entries were: Frank S. Cook, of Springfield; Ned Barnet, of Springfield, and W. H. Wetmore, of Cuyahoga Falls, a member of the Cleveland Club. The audience was very enthusiastic as the difficult feats were performed, and some were demanded a second time. Mr. Cook was the first, and he was considered marvelous, but when Mr. Barnet came out it was evident that he had a better show for the first prize. Mr. Wetmore is a very young man, the second in the five-mile race at the fair grounds mentioned below. His complete command over himself and his machine was absolutely perfect, notwithstanding his hard work for the afternoon. He was more enthusiastically applauded than either of the others. When he performed the feat of riding backward on his machine, a thing considered impossible by those who had never seen it done, it set the various clubs wild. When he retired he was called out again, and went through some fancy business of his own.

The club contest followed. Three companies—those of Cincinnati, Springfield and Cleveland—eight of each representing the respective clubs, went through a series of very pretty movements under command. They had evidently worked long and hard to move so uniformly, and their manouvers were greatly admired and loudly applauded at times. When they had concluded it was a difficult matter for an outsider to determine in his own mind which was the best. The judges, however, soon came to a conclusion—that the Cincinnati Club was entitled to the prize, a beautiful silk banner with appropriate designs, and inscribed "Won at Columbus, August 29, 1882."

The judgments in the single drill contest were announced as follows: Wetmore, 364 1-3 out of a possible 428 marks; Barnet, 357 2-3, and Cooke 356. The first prize, a nickel-plated Livingston cyclometer, was accordingly awarded to Mr. Wetmore, and the second, a full nickeled hub-lamp, to Mr. Barnet. The prizes announced were also presented to the winners in the day's contests at the grounds. Besides those recorded below, the nickel-plated lamp was presented to Mr. Fred. D. Sholes, of Cleveland, as the best appearing wheelman at the Meet, the solid silver bugle to the Springfield Club for the largest attendance, and medals to Messrs. George Collister, of Cleveland, and S. S. Mott, of Dayton, for their positions in the mile championship dash. All these announcements were greeted with cheering, and after they were made the wheelmen repaired to the banquet room at the rear of the main hall.

The banquet was spread in the old Tyndal rooms at the rear of the hall. The menu was excellent, being spread by that noted caterer, J. J. Eichenlaub. The tables were exceedingly well dressed and ornamented, that of the president and honored guests being surmounted by a bicycle cake, which was an excellent monument of the pastry cook's art. After a full discussion of the dainties spread out to tempt the palate, an equally pleasant exercise followed.

Mr. W. H. Miller, President L. O. W., Columbus, in response to L. O. W. gave a short but well written history of the present organization, and of its great value in obtaining public recognition of the wants of bicyclists.

The second one, The Wheel, responded to by Colonel Albert A. Pope, of Boston, elicited rounds of applause, and the history of the bicycle was given in a clear, forcible manner, and in an instructive speech of several minutes length. It showed what remarkable progress had been made in this country in the few years since the first bicycle had been seen at the Centennial.

The City of Columbus called forth an eloquent and pleasing response from Mayor Peters. He gave a short history of the Capital City, and showed that the citizens of Ohio could well be proud of her and of her many attractions, that they all had an interest in building and in keeping before the public.

The Ohio State Board of Agriculture was responded to by Secretary W. I. Chamberlain in some neat and pleasant remarks, showing that the State Board was proud of this feature of the State Fair.

Leslie C. McPherson responded to the Press in a new and racey speech on this old and time-worn subject.

He was followed by the new President of the State League on the toast L. O. W., and showed the great advantages of the League and how it promoted good feeling and good fellowship.

Early in the evening ex-Corresponding Secretary Krag was presented by President Miller with a nice and costly set of silverware, for his earnest efforts in the interest of the recent Meet and for his untiring labors for its success.

The banquet was an excellent one in all of its features, and a fitting close to the second annual Meet of Ohio Wheelmen.

The parade yesterday morning was witnessed by a large number of people who lined the streets and occupied windows and available points all along the line of parade. It was something novel and wanted to see. The procession was a brilliant one in every regard and was preceded by a squad of mounted policemen and music was furnished by the Barracks band. There were one hundred and twenty-four wheelmen in line and it is estimated that there were about fifty in the city members of the League who had not brought their wheels with them.—*Exchange.*

WHICH IS CORRECT?

After the fifty-mile race Wm. J. Smith, the winner of the League championship, told our representative that he had won a mile race at Ridgeway Park, Saturday, September 2d, in 2m. 56 1-4s. and gave as the time-keepers Messrs. Hicks, Brown, and UPstegreff. Although Mr. Smith is a fast man we were inclined to doubt his assertion, which course is strengthened by the following account from the Mount Holly *News*.

A bicycle race for the R. P. medal came off at Ridgeway Park on Saturday last, the distance being three one-mile heats. The contestants were W. J. Smith, the champion amateur of England, and E. F. Burns of Smithville. Following is the time made: First mile—Smith, 3:21; Burns, 3:22. Second mile—Burns, 3:19; Smith, 3:20. Third mile—Burns, 3:23; Smith, 3:24. The medal which is valued at \$20, was awarded to Mr. Burns. Smith rode a 54-inch crank machine which weighed only 29 pounds, and Burns a 48-inch American Star. Both gentlemen can beat the above time but the track is not suitable for fast riding.

Mr. Smith is to ride a fifty mile amateur race in New York on Saturday next. He has the best two mile record in this country.

Although the *News* is wrong in describing Smith as the champion of England and holder of the two mile record, yet we believe the main facts as regards the time are correct. We have written for particulars, which are awaited with interest. Fast times are being claimed every day and they should bear rigid investigation before being placed on record.

FROM THE CLUBS.

KENTUCKY—The Kentucky Bicycle Club held a meeting at Beddo's last Wednesday evening. The incorporation of the club was settled and the club is now incorporated. The club will participate in the railroad celebration, on the 12th inst., and on the afternoon of the same, will give a series of races at their track. The following is the programme, eight events: First—Two mile heat race, 2 in 3, for \$50 gold medal. Second—Three mile dash, for \$25 gold medal. Third—A one mile heat race 2 in 3, for \$35 gold medal. (These three races open to members of Kentucky Bicycle Club only). Fourth—Boys' four mile

dash, for a gold medal. Fifth—Ten mile dash, for silver cup valued at \$50, first prize; Auburndale timer, second prize; open to every amateur bicyclist in the United States. Sixth—Special race of five miles; Charles H. Jenkins to ride five straight miles against five riders, each riding one mile and being relieved by a fresh man at the end of each mile. This will be the most exciting contest ever witnessed in Louisville.

DUBUQUE.—At the regular quarterly meeting for the election of officers of the Dubuque Bicycle Club, held Monday, 14 August, 1882, the following were chosen: president, O. M. Peaslee; secretary and treasurer, H. M. Foy; captain, H. E. Trudway; sub-captain, J. C. Trudway.

H. M. FOY, *Sec.*

DUBUQUE, IOWA, August 27, 1882.

LARAMIE.—Although the bicycle is a comparative stranger here yet there were found enough riders after a few months to organize a club. On Saturday Aug. 26th, thirteen of us assembled and formed the first bicycle club in this territory. The following is a list of the officers and members: M. C. Barrow, president; Charles S. Greenbaum, vice-president; M. Dawson, secretary and treasurer; and W. O. Owen, captain. The other members are: W. K. Sinclair, Wm. C. Wilson, Jr., W. O. Downey, J. W. Donnellan, Bill Nye, L. C. Hanks, Geo. Garrett, Bert Wagner and Morris D. Rees, Jr.

FIFTY MILE BICYCLE RACE.

The interest in bicycling in this city is so great and a "boom" so very apparent that 68 persons, including spectators, competitors and officials were present at the grounds of the Manhattan Athletic Club to witness this interesting bicycle race. Promptly at 3:05 Referee Curtis started the following five competitors: W. J. Smith, of the Manhattan Athletic Club; A. R. Ives, Brooklyn Athletic Club; Lewis Hamilton of New Haven; V. C. Place, Greenville, Pa., and B. G. Sanford, Ixion Bicycle Club. Smith took the lead closely followed by Sanford and Place, and forced the pace, soon lapping Hamilton and Ives and thus joined the five, forming a curious procession for over twenty miles, each one alternately leading. Sanford was mounted on a 50 in. Rudge, Place rode a 54 in. Harvard, three inches too small, Smith a rapid racer, 54 in., Ives, a 52 in. challenger, while Hamilton towered above them all on his 60 in. Yale. Hamilton is the young man who won the two and five mile races at Springfield and has never run any long races, having merely entered to "learn something" which he probably did. Had he followed the leaders more closely, he would probably have had second place, his last ten miles showing some excellent riding. He rode in good form and held the pole closer than his competitors. Smith is the well-known rider who run the League championship last year, but having been lately married was not in as good form as he might show. He is better adapted to short races.

Mr. Place is a new rider and but lately seen on the path. He recently made a mile in the fast time of 2m. 58s., and mounted on a 57-in. machine, his proper size, will prove a worthy competitor in the future. He seems strong and a good spurter, and experienced more difficulty in keeping his place in the line than in going ahead. Sanford was the only New York man in the race and was last man in the fifty-mile race at the Institute. Since then he has trained carefully and surprised his friends and himself by securing second. He rode in good form and with excellent judgment. Ives is a stranger and had he not been taken with cramps would probably have been near at hand at the finish. Place was the first to finish the ten miles in 41m. 2s., but Smith led at the twenty miles in 1h. 21m. 41 3/4s. At the thirtieth mile Sanford was to the front, the watches showing 2h. 4m. 47s. for the distance. At this point Smith who had indulged in occasional spurts in the hopes of gaining a lap or two, was taken with cramps and dismounted to be rubbed. He remounted again and struggled along for a few laps a quarter of a mile in the rear, but was obliged to succumb to the inevitable and withdrew altogether. Lap after lap was reeled off

until the fortieth mile was reached by Place in 2h. 46m. 38s., and Sanford followed 3-4 of a second later. At this point Ives also became cramped and withdrew, leaving Hamilton three laps behind Sanford and Place. The tall man then went to the front and surprised all by spurting finely, and was soon within a lap of Sanford. The long journey, however, told upon him and he was obliged to content himself with third place. Place appeared at this point in fine condition, and in the last mile spurred and run easily in 3h. 29m. 11 1/4s., Sanford second in 3h. 28m. 45s., and Hamilton third in 3h. 29m. 28 1/2s. All three men were ahead of the best American record for out-door track. The following are the times of the three leaders at every ten miles:

Miles.	Place.	Sanford.	Smith.	Hamilton.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
10	41 2 "	41 2 1/2	41 2 1/4
20	1 21 42	1 21 41 3/4	1 21 41 1/2	..
30	2 4 47 1/2	2 4 47	2 4 48
40*	2 46 38	2 46 38 3/4	withdrew.	2 48 3
50*	3 27 11 1/4	3 28 45	3 29 28 1/2

* Best out-door record.

The race was well managed and all the rules were properly complied with. The following were the officers of the day: W. B. Curtis, referee; G. Thomas, Elliott Mason, F. Jenkins, judges; M. McEwen, C. J. Connell, timers; F. Abbott, F. G. Bourne, G. Brady, J. M. Young, J. McMahon, G. Suckow, timers; F. J. Graham, clerk of course; G. M. L. Sacks, marshal.

THE WORCESTER RACES.

A large number of people assembled at the New England State Fair at Worcester, Sept. 4th, to witness the annual races under the auspices of Worcester and Aeolus Clubs, who organized and carried out an interesting programme. The half mile trotting track was in fair condition, but lack of rain had rendered the surface dusty and a trifle rough. The management was efficient and prompt, and everything went smoothly; in fact the starter gave Moore no rest, and ran the events in rapid succession. We protest against the growing custom of running long races in heats, and had a few handicaps been thrown in, there would have been more starters. The fact that Frank Moore, the English champion, had entered having been largely advertised, it kept back many who would have ridden. Moore started in every race and won all of them easily, thus reduced the result of the races to an almost certainty.

The first heat of the two-mile race was won by Moore in 6m. 51s. Geo. W. Hendee, of Springfield, finishing the distance in 6.53. Moore allowed his contestants to lead in turn, and spurred to the front about 300 yards from home. The second heat was a repetition of the first, the time being slower, Moore crossing the line in 7m. 20 3/4s. Hendee taking second place in 7:21.

The mile race was but a repetition of the first as regards result. Moore winning both heats in 3m. 21s and 3:24 1-2, with A. D. Claflin second in 3m. 21 3/4s. and 3:24 3-4. W. R. Pitman was allowed to ride under protest and secured third place. Claflin is considered a fast rider, having made two miles in 6m. 21 3/4s. at Boston, April 8th. The half-mile race was contested by four men out of a field of sixteen. Pitman took the lead and held it until the quarter, when Moore passed him, followed by J. W. Wattles, Jr. About one hundred yards from the finish Pitman spurred and closed the distance between Wattles and himself, but could not pass him, and secured third place. Moore's time was 1m. 35s. for the first heat, and 1m. 34s. for the second.

A number of wheelmen from Boston and vicinity were present, and about 190 participated in a parade previous to the races.

The visitors were handsomely entertained by the home clubs, and every arrangement was satisfactory; no accidents of any kind occurred to mar the pleasure of the day.

TWENTY-FIVE MILES HANDICAP.

The twenty-five mile handicap between John O. Prince and Louise Armaindo, attracted a fair audience at the Polo Grounds, Saturday, Sept. 2d. Prince allowed his opponent three miles start and won easily. The three lap track had been put in fair order, but the spectators to the many ball games have ruined it this season. The start was made promptly at quarter past five, Prince riding his 54-in. Yale and Armaindo mounted on a new 51-in. machine of the same make. Prince started off at an average gait of 3m. 35s. and was not long in gaining a lap, and made up a mile of his handicap by the time Armaindo had finished the second lap of her third mile. Prince then let out a link and regained the second mile of the start allowed at the end of the fourteenth mile. The race began to grow exciting and both riders began to spurt. Prince, however, had laid out his work and overtook Louise on the second lap of the last mile, winning by about two hundred yards. The following is the official score:

Prince.			Armaindo.			Prince.			Armaindo.		
Miles.	H.	M. S.	H.	M.	S.	Miles.	H.	M. S.	H.	M.	S.
1.....	0	3 30	0	3	50	14.....	0	51 29	1	0	32
2.....	0	6 58	0	7	55	15.....	0	55 41	1	5	6
3.....	0	10 28	0	12	5	16.....	0	59 49	1	9	53
4.....	0	14 3	0	16	22	17.....	1	3 39	1	14	42
5.....	0	17 39	0	20	32	18.....	1	7 43	1	19	35
6.....	0	21 14	0	24	51	19.....	1	11 42	1	24	28
7.....	0	24 48	0	29	13	20.....	1	15 57	1	29	17
8.....	0	28 29	0	33	25	21.....	1	20 33	1	34	10
9.....	0	32 5	0	38	7	22.....	1	25 6	1	38	49
10.....	0	35 44	0	42	20	23.....	1	29 38		
11.....	0	39 37	0	47	7	24.....	1	34 12		
12.....	0	43 25	0	51	33	25.....	1	38 15		
13.....	0	47 24	0	56	18						

A ten mile amateur race had been announced in connection with the affair, but the League sanction was not obtained until the last minute, and three riders who were on the ground competed. These were Frank Moore, Edwin Oliver, and A. R. Ives. Moore and Oliver made the running alternately, until the last lap when Moore spurted ahead and won the race in 39m. 41s. Oliver's time being 40m. Fred. Jenkins was referee and time-keeper, and Wm. McEwen and Frank Egan scorers.

COLUMBUS, 29 AUG.—L. O. W. MEET.—The following are the results of the races in the afternoon: Half-Mile Dash—D. G. Porter, Dayton, 1; J. G. Kitchell, Cincinnati, 2; S. D. Kingsbury, Henia, 3; all close together; citizens' prize, value \$40. Mile Dash—Robert Knight, Delaware, 1; J. B. Griffith, Steubenville, 2; time, 3m. 49 1-2s.; prize, \$50 gold medal. Five-Mile Dash—Lewis Pease, Columbus, 1; W. E. Galway, Cincinnati, 2; W. H. Wetmore, Cuyahoga Falls, 3; time, 19m. 20s.; prize, bicycle presented by the Pope Manufacturing Company. Mile Dash for State championship—Frank Lamkin, Medway, 1; S. S. Mott, Dayton, 2; George Collister, Cleveland, 3; time, 3m. 22s.; prize, diamond badge, value \$125. The following were the officers: Judges, C. J. Krag, W. A. Whiting, F. M. Bookwalter; referee, F. T. Sholes; timers, W. H. Miller, R. S. Kingsberry.

MONTREAL, SEPTEMBER 2. Annual Race Meeting of Montreal Bi. Club.—First, One-mile (fourth class), club; open to those who never raced before; won by R. MacCulloch. Time, 3.51 1-2. Second, One-mile, open to all amateurs; won by G. M. Smith, Montreal Bicycle Club. Time, 3.44 1-2. Third, One-hundred yard dash (in heats); won by G. H. Wood, Shamrock Lacrosse Club. Time, 10 1-2s. Fourth, One-mile, boys (under fifteen) on wooden machines; won by E. P. Hannaford, Jr. Time, 5.40. Fifth, Two-mile (third-class), club; won by W. G. Bessey. Time, 8.06. Sixth, Two-mile (second-class), club; won by John H. Low. Time, 8.50 1-2. Seventh, One-mile (foot), open; won by Thomas Moffatt. Time, 4.48 1-2. Eighth, One-mile obstacle, club; won by G. M. Smith. Time, 4.50. Ninth, Five-mile (first-class), club cup, won by W. G. Ross. Time, 12.06 1-2. Tenth, One-mile, boys (under fifteen); won by G. Angus. Time,

4.10. Eleventh, Four hundred and forty yards, foot (open); won by N. Fletcher. Time, 53 1-2s. Twelfth, One-mile combination (club); won by W. G. Ross. Time, 7.00. In this race the competitors walked a lap, ran a lap, wheelbarrow a lap, back wheel, in front and on the ground pushing by handles a lap, ride a lap. Thirteenth, Five-mile, open; won by F. C. Holden, Montreal Bicycle Club. Time, 20.57. —*Bicycling World.*

ADVERTISEMENTS

Use the COMMON SENSE BINDER. Free from complicated fixtures. Simple, durable and practicable. Subscribers to THE WHEEL supplied with size to suit at \$1.00. Sent by mail, postage paid.

GEO. S. EVANS & CO., 38 Cortlandt St., N. Y.

LEAGUE OF AMERICAN WHEELMEN.

EXACT SIZE.



Pat. Sept. 13th, 1881.

Handsome Gold Pins, with garnet stone centres, \$3.50 and \$5 each, up to \$7 and \$8 for extra finished settings, also mounted with diamonds \$15 to \$25 and upwards, and a small sized enameled badge \$2.50.

A discount to Dealers taking a quantity. Terms Cash. Send orders to

C. H. LAMSON,
PORTLAND, ME

H. B. HART,

No. 813 ARCH STREET, PHILADELPHIA.
HARVARD, BRITISH CHALLENGE, COLUMBIA
AND OTHER BICYCLES.

Second-hand Bicycles at low prices. All Sizes on hand. Send for Price-lists.

The New Jersey State Agricultural Society
WILL HOLD A

Grand Bicycle Tournament

DURING THEIR FAIR TO BE HELD AT

Waverly, N. J., September 22nd, 1882.

THE N. J. CHAMPIONSHIP RACE.

Open to residents of New Jersey only. To be won twice before becoming property of the winner. One mile. Race 3 o'clock sharp. 1st prize, Gold Medal, value \$25. 2nd prize \$15. Best two in three.

TWO MILE HANDICAP.

250 yards limit. Open to all amateurs. 1st prize, Gold Medal, value \$25. 2nd prize \$15.

HALF MILE DASH.

Best two in three. Open. Distance post 50 yards. 1st prize, Gold Medal, value \$20. 2nd prize \$10.

COMPETITIVE FANCY RIDING. (Single.)

Prize, L. A. W. Pin, value \$15.

FIVE MILE SCRATCH.

1st prize, Gold Medal, value \$30. 2nd prize \$20.

ONE MILE HANDICAP.

1st prize, Gold Medal, value \$15. 2nd prize \$10.

Entries close September 18th, 1882, with F. Jenkins, 701 Fifth Ave., N. Y., or Herbert W. Knight, 766 Broad Street, Newark, N. J., or Benj. Haines, 764 Broad Street, Newark, N. J. Entry Fee, \$1.00. Races sanctioned by L. A. W.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

Established under the firm name of Cunningham, Heath & Co., in 1877; changed to Cunningham & Co. in 1878; and incorporated a Joint-Stock Company under its present title in 1881.)

Principal Offices and Salesroom, ODD FELLOWS' HALL, BOSTON, MASS.

NEW YORK ADDRESS,

791 Fifth Avenue, New York City.—Fred. Jenkins, Manager.

Chicago Address, 108 MADISON STREET, CHICAGO, ILL.

A. G. SPALDING & BROS.,

Sole Central Agents for the North-western States.

Coventry, England,

(Baylis, Thomas & Co.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London, England,

(Surrey Machinist Co.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER AND RACER.

Birmingham, England,

(Thos. Smith & Sons.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct importers of the "SPECIAL TIMBERLAKE," the "LONDON," the "STANLEY," the "MATCHLESS," and all other absolutely first-class English Machines. Harrington's CRADLE SPRINGS, Nash's Patent RUBBER HANDLES, Joseph Lucas's Celebrated LAMPS, Lamplugh & Brown's SADDLES, BAGS, etc., Butler's RAT-TRAP PEDAL SLIPPERS, Hancock's Patent TIRES and PEDAL RUBBERS, Thompson's CYCLOMETERS, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

SOLE UNITED STATES AGENTS FOR THE CELEBRATED EXCELSIOR CYCLOMETER.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

Columbia Bicycle School and Salesroom,

214 and 216 East Thirty-fourth Street, N. Y.

A PLEASANT RIDING HALL.

Instruction from 8.30 A.M. to 10 P.M. Season Tickets for 30 days, \$5—May be applied toward purchase

VISITORS ALWAYS WELCOME.

ELLIOTT MASON, Manager.



THE AMERICAN CLUB

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

SOLE UNITED STATES AGENTS FOR THE

COVENTRY MACHINISTS' COMPANY'S

BICYCLES AND TRICYCLES.

THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



THE "AMERICAN CLUB" BICYCLE
THE "CHEYLESMORE" TRICYCLE.

Nickel Plating, Painting & Repairing

EXCELSIOR CYCLOMETERS,

HILL & TOLMAN'S

Automatic Alarms and Sundries.