

THE WHEEL.

A Journal of 'Cycling.

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

Vol. II. No. 19.]

JUNE 7, 1882.

[Whole No. 45.]

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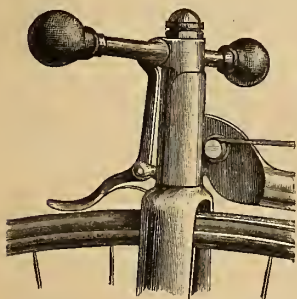
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PICKINGS AND STEALINGS

Combined championship races of the League of American Wheelmen and the National Association of Amateur Athletes of America, on Saturday, June 10th, at 3 p.m.

These races will be hotly contested, and will bring out the best men in the country. Among those who will compete are Gideon, Powell, Frye, Davidson, Rood, Flumson and many others. The games are well worth an afternoon off, as the records will probably be beaten.

We are glad to see that the League adopted our suggestion in the matter, as it not only will free the League of unnecessary expense, but will by its action be more in accord with the common sense view taken by many League members as to the duty of that organization to its members.

The New York men will meet at 791 Fifth avenue on Saturday afternoon, and ride in a body to the Polo Grounds to witness the games. The start will be made at 2 p.m. All who can should be present. A delegation are expected from Philadelphia, and on Sunday a quiet trip will be made to Coney Island, starting about 9 a.m.

The Germantown Club have in mind a three days' run, July 2d, 3d and 4th, to Long Branch. The New York and Brooklyn men are invited. Fuller particulars will appear in the next number of THE WHEEL.

The numerous races lately held in this vicinity have been contested by the same parties, members of the Lenox Club, and it was a pleasant change to have Mr. George D. Gideon win the mile handicap from scratch last Saturday.

The League Meet at Chicago was not such a great affair after all. The Western men did all in their power to entertain their visitors, but they certainly lacked numerical strength. From various reports we hear that only three hundred were in line. This is a comparatively poor showing compared with the Boston parade of last year.

The election of officers was certainly a surprise to some, and more so to those who went with their pockets full of proxies of other clubs, prepared to carry everything by storm, only to find their votes thrown out of the convention.

The arrival of a couple of "Yale" light roadsters at 791 Fifth avenue has created considerable interest among wheelmen in New York, who are quite strangers to the delights of the curved handle bar and remarkably ridged wheel.

About twenty men are expected to make the run to the Polo Grounds Saturday.

If club secretaries would send out their notices when runs are publicly announced, instead of a written invitation from somebody, and without the usual formation of a "Committee of Management," who do nothing at wheel gatherings, would be less formal and more enjoyable. The secretaries' addresses are not always known, and it is not always convenient to write some dozen invitations for a quiet run.

The Germantown men are coming in a body to yell for their champion Gideon.

"Our friend Woodside" is doing well on the other side of the pond, and easily defeated C. D. Vesey, Surrey, B. C., in a mile race, allowing him seventy yards. The *News Letter* of Monday thus refers to the event: The two-miles bicycle was run in heats, the first of which fell to Hunter, and the second and final to Woodside, a Coleraine man, of singular abilities with the machine. On a track peculiarly unsuited to bicycling he ran splendid races, and never left the issue a moment in doubt. The time, on the whole, was fair; but, of course, had there been anything like a push, it could have been much improved, as Woodside was never asked to go. Vesey, the Surrey entry, was in receipt of 70 yards, and failed to keep within hail of the winner. In the four-mile bicycle Woodside again made a splendid race, and could have given any of his opponents three laps and won. His style is admirable, and his power of endurance seems without limit. The ground on this occasion was both uneven and holding. The only regret is that in the North we have not a man who is fit to make a contest with him interesting. Coleraine may be congratulated upon having one of the most promising bicyclists in the kingdom. The machine with which he was furnished was, from its superiority, well suited to its commander."

H. L. Cortis is reported by cable as having lowered the mile record to 2m. 46.1-5s., beating both amateur and professional records 2-5 of a second. Cortis, we understand, is training to do twenty miles within the hour at Surbiton.

WHEEL RACES.

WASHINGTON, May 20.

The third annual races of the Capital Bicycle Club took place at Iowa Circle, in this city, to-day. Gold and silver medals were the prizes in each race. The first race, three miles, open to all amateurs, start from a standstill, was won by J. McK. Borden. Time—10:46½. The second race was a quarter mile, best two in three heats, flying start. It was won by Henry Y. Davis. Time—First heat, 0:45 1-8; second heat, 0:47 3-4; The third race, half-mile, best two in three heats, was won by Wallace F. Crossman. Time not given. The fourth race, a mile handicap, was won by J. McK. Borden. Time—3:10. The fifth and last race, a five-mile spin, was won by J. McK. Borden in 17:44, cutting down the best Washington record nearly 2 minutes.

In the three-mile race Borden, of the Capital Bicycle Club, who was leading and going at a high rate of speed, was thrown violently from his machine by a policeman who accidentally stepped in his way. Frank Howard, of the Ixion Club, who was immediately behind him tried to avoid the wreck, but failed, and was thrown still more violently, striking on his head and right shoulder. Smith, the English rider, was far enough behind to escape disaster, and went on with redoubled speed, having the race apparently to himself. Howard was carried off the track insensible, but Borden, although severely hurt and shaken, remounted his broken machine and continued the race, although he was nearly a quarter of a mile behind Smith. As he passed the grand stand, Borden sprang from his machine and mounted another, belonging to a friend, and from that time gained steadily upon his competitor until, on the last half of the third mile, he passed him amid great cheering, and came in winner by nearly 50 yards.

MAY 19.—At the Crescent Athletic Club games there was an interesting two-mile race handicap, which was won by E. A. Thomson, Lenox Bi. Club, (40 yards) in 6m. 58s. F. E. Davidson, Lenox Bi. Club, (60 yards) was second. Thomson got the lead in the last part of the first mile and was never headed, although Davidson and Rood pressed him closely.

MAY 27.—The Intercollegiate Athletic Association gave their seventh annual meeting at the Polo Grounds, at which an interesting bicycle race was given, which is reported by the *Spirit of the Times* as follows: E. Norton, '85, Harvard, 6m. 52 2-5s.; R. G. Rood, '84, Columbia, 6m. 53 1-5s.; C. A. Reed, '84 Columbia, 7m. 2s.; A good race, with Rood in the lead until the last lap, when Norton drew out, and won handily, although Rood did not cease to persevere until the finish. Last year C. A. Reed won in 6m. 51s. The best American amateur record is 6m. 21 3-4s., by A. D. Claflin, Massachusetts Bi. C.,

at Institute Building, Boston, Mass., April 8, 1882. No bicycling is found in the English Inter-University programme, and the best English two mile record, both collegiate and amateur, is 5m. 36 3-5s., by I. Keith-Falconer, Cambridge, at Cambridge University Bicycle Club races, May 21, 1879.

May 29.—After two postponements on account of inclement weather, the New York Athletic Club succeeded in finding a pleasant day Monday for their thirteenth annual meeting. In spite of the small attendance, the games were interesting, and promptly run off. The two-mile scratch race brought out six entries. The practice of running a race in heats is absurd, and we are sorry to see it gaining ground at athletic meetings. Had it been run in one heat the race would have been decidedly more interesting, and the competitors who ran themselves out in the first heat would have been fresher for the final, as in the second heat the men had little more than a walk over. In the first heat C. A. Reed, N. Y. A. C., and F. E. Davidson, Lenox Bi. Club, had a close brush for the first mile; E. A. Thomson being fully twenty yards in the rear. At the commencement of the second mile Thomson began to make up, and at the end of the half had the men well in hand. The next four laps it was any one's race, as each alternately took the lead. At the last lap Thomson spurted, and won handily in 7m. 15 1-5s; Reed a good second, with Davidson two feet behind. The second heat was merely a walk over for Rood and Stearns, who were not timed. In the final heat Rood won quite easily in 7m. 13 2-5s; Thomson second in 7m. 16 2-5s. Stearns finished third.

JUNE 3.—The one mile handicap at the Manhattan Athletic Club Spring meeting induced eight men to enter who were arranged by the handicapper as follows: First heat, George D. Gideon, scratch; F. E. Davidson, 30 yards; W. J. Duane, 130 yards; H. O. Tallmadge, 130 yards. Duane did not start. Gideon caught Davidson at three laps, and finished first in 3m. 22s; Davidson second. Tallmadge stopped at the fifth lap. In the second heat Thomson (25 yards) and Rood (10 yards) had a walk over. Time not taken. The final developed the fastest time for a mile ever made on the Manhattan track, which is only eight laps, with rather narrow sharp turns. Gideon, Rood, Thomson and Davidson started at the pistol fire. Rood evidently lost his head, and spurted at a very fast rate for two laps, passing his men, but could not hold the pace, and fell back gradually, finishing last. Gideon ran the half mile in 1m. 31s., when he caught the leaders, and rode to the finish an easy winner in 3m. 15 1-4s. Davidson second by about three yards.

THINGS THAT FRIGHTEN.

For the Public Ledger:

Mr. Editor:—Let me suggest that while the Park Commissioners are examining into the bicycle question, that they also look into the two following things that frighten spirited horses nigh, if not quite, unto the dangerous point:

1st. To be caught under the Pennsylvania Railroad bridge (just beyond the tunnel) with a spirited animal is one thing.

2d. To have the horse's nerves all unstrung, and then to reach the Reading Railroad, a hundred yards further on, just in time for the animal to see the "safety bars" being lowered or hoisted, with a red flag on them, is another.

You will admit that the thundering of a train of cars on that bridge does unstring spirited animals that happen to be under the bridge at the moment a train is passing on the bridge. You may not have observed it, but the lowering and hoisting of the Reading Railroad bars frighten horses badly. Taking the above "frights" into consideration, it can truly be said that one is not safely into the East Park until one has passed safely under the railroad bridge and past the bars and over the Reading rails.

I hold that a flagman, or guard, should be placed every afternoon on top of the railroad bridge. It should be his duty to warn the drivers below of an approaching train. Did you ever observe the black ball on the flag-pole at Third and Walnut streets, known as the noon ball? I would place just such a contrivance on the railroad bridge, and when a train is within a quarter of a mile of the bridge, the guard's duty should be to hoist the ball. Drivers would soon learn that when the ball is

down the road is clear for safety, and when the ball is up, to wait until the train "overhead" is gone.

Instead of the bars I would place gates, similar to the arrangements on the Camden ferry boats. I own a horse, a spirited one, that cares no more for a bicycle than you do for a wart on another man's nose. Yet every afternoon when I drive out I utter big D's at the Railroad Bridge and the Reading bars, and why? simply because I have been caught under the former with a train thundering along overhead, only to quiet the horse down to have him unstrung again at the lowering bars, and what else? why, the animal being unstrung dashes ahead, and Mr. Park Guard further unstrings him by flourishing a cane in the air, while he screams at me for fast driving.

A CAREFUL DRIVER.

CORRESPONDENCE.

Editor of the Wheel:—Enclosed please find list of officers elected for 1882-83, also a cutting from *Ledger*. The Park Committee here have concluded to drop the matter of bicycles in the Park, and things are in *statu quo*—i. e. no restrictions,—the personal observation of several of its members having demonstrated "that where one horse shies at a bicycle, six shy at water-carts, bright parasols and the gay dresses of the ladies." They have discussed and examined the matter fairly and impartially, and not in the *unjust, stupid and weak* manner that the Park Commissioners did in Baltimore. I would respectfully suggest your sending occasional copies of THE WHEEL to the Philadelphia *Times*, *Ledger*, *Bulletin* and *Press*; also please send a copy to *Progress* (Forny's); it has lately given us a squib ridiculing the absurd remarks of the Captain of the Park Guard about bicyclers' costume, etc., and so I ask that the latter be sent as a special request.

Whenever visiting this city we would be glad to extend the use of our room to you.

Yours respectfully,

G. N. O.

HAMILTON, OHIO, May 20, 1882.

Editor of The Wheel:—We have a small bicycle club here, all the members of which are inexperienced, and already an issue is precipitated upon us that we are not fully prepared to meet. It concerns the bicycle road privileges.

A policeman yesterday stopped one of our wheelmen in the main thoroughfare of the city, and the most of the boys are somewhat panic-stricken. The wheelman hadn't sand enough to do anything but tremble in the august presence of the majestic figure in blue, and consequently particulars are meagre.

My understanding is that a bicycle has all the rights of any vehicle; that if a wheelman gives half of the road he is liable to no damage, provided he has given notice of his approach.

However, I have no specific information on the subject, and the motive of this inquiry is to know of any test cases in the premises. If you can give me any information concerning this, you will confer a great favor on several brother wheelmen.

Please send me some sample copies of THE WHEEL, and I will try and send you some subscribers. We must keep posted now.

Very respectfully,

T. L. R.

FROM THE CLUBS.

SUSQUEHANNA.—At the regular monthly meeting, held May 10th, the following members were elected for the ensuing year: F. A. Miller, President; T. A. Hayward, Capt; William Garner, Secretary and Treasurer, of the Susquehanna Bi. Club. The Club is in a flourishing condition, and prospects of an increase of membership.

WM. GARNER, *Secretary*.

PHILADELPHIA.—Club Room, No. 60, 13th street. Annual Meeting held May 9, 1882. The following officers elected: President, Henry C. Blair; Secretary and Treasurer, H. A. Blakiston; Captain, Harold R. Lewis; Lieutenant, Edw. B. Fox. Club Committee, H. C. Blair, H. A. Blakiston, H. R. Lewis, C. M. Hudders, G. N. Osborne, E. L. Miller.

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NEW YORK, June 7, 1882.

THE LEAGUE MEET.

(From the *Chicago Tribune*.)

Pursuant to the call, the wheelmen began to assemble at the Exposition Building at 10 o'clock in the morning to form for the grand parade. The streets in the vicinity of the building were filled with people, and the crowd delayed the forming of the line somewhat. About half past 10 o'clock

THE BUGLE CALL

to start was sounded, and the column moved up the asphalt walk on the east side of Michigan avenue in the following order:

Mounted police; Nevans' Band in band chariot; mounted police under Major Heinzeman; Commander Marsden, of New Haven, and the following Aids: F. N. Hinman, of New Haven, Dr. A. G. Ccleman, of Canandaigua, Alfred Ely, Jr., of Cleveland, A. S. Hibbard of Milwaukee, Fred. Aldrich, of Chicago, George Day, of Hartford, and Buglers Frank L. Sargent, of Cincinnati, and Arthur Meeker, of Chicago. First Division under command of Marshal J. M. Fairfield, of Chicago.

Following this came the second division, commanded by Mr. K. N. Putnam, of New York City, with William V. Gilman, of Nassau, N. H., and Frank Benton, of New Haven, as Aids.

There were about thirty mounted policemen with the procession under command of Major Heinzeman.

At Twelfth street the wheelmen took the street and ran to Thirty-first street in good time, then to South Park avenue, to Grand boulevard, and to South Park, where the parade dismounted for light refreshments. Mounting again they made a counter-march about the Drexel fountain, went down Drexel boulevard to Oakwood boulevard, to Grand boulevard, to South Park avenue, to Twenty-first street, to Prairie avenue to Sixteenth street, to Michigan avenue, and to the Base Ball Park. The parade was

AN UNQUALIFIED SUCCESS,

and about 300 wheels were in line. The streets along the line of March were crowded, and the ladies especially gave the wheelmen a warm reception. The Boston Club, which had the right of the line, rode the best, but the Cincinnati boys "took the cake" in point of appearance. Their uniforms and helmets of olive-green looked rich and tasteful. The Champion City Club, of Springfield, O., wore handsome uniforms and helmets, and the striking uniforms of the Chicago Ariel Club attracted a good deal of attention. The Hermes Club of this city, composed of "kids" looked very well.

The wheelmen arrived at the Ball Park about two o'clock, and were photographed on the seats at the north-east corner of the grounds. About 250 were in the group. The picture will be 14x17 inches, and about 400 copies will be printed. The work was done by the Photo-Mechanical Printing Publishing Company of this city.

THE ANNUAL BUSINESS MEETING

of the League was held in the Appellate Court Room, Grand Pacific Hotel, at 3 o'clock. Nearly all the wheelmen in the city were present, and the room was filled to overflowing. The meeting was called to order by Vice-President Fairfield. Mr. F. E. Sholes, of Cleveland, was appointed Secretary *pro tem*. Secretary Putnam read the resignation of President Pratt, which was accepted.

The report of the Corresponding Secretary was then read. During the year over 2,000 communications had been received and answered. There had been 979 applications for membership in the League received, 228 being from unattached wheelmen, and the remainder from forty-five bicycle clubs. Large accessions have been made from the West. There were at present 2,500 members in the League, and his relations with them had been extremely pleasant.

Treasurer Weston, of Philadelphia, reported the following: Balance on hand last year, \$218; receipts, \$2,333; expenditures, \$2,490; balance on hand, \$515. The Treasurer's work had been gratuitous, and a vote of thanks was extended to him.

The Chair appointed the following Committee on Nominations: A. S. Parsons, of Cambridge; H. S. Livingstone, of Cincinnati; F. W. Weston, of Boston; Fred. Aldrich, of Chicago; and F. R. Benton, of New Haven.

THE NEW CONSTITUTION

was taken up section by section, and accepted by the meeting. It provides that each State shall elect a Director for every 100 members of the League in that State, and that every State shall have at least one Director; that a racing board be appointed from the Chief Consuls, and that they be allowed to select associates from their immediate neighborhoods; that the office of Commander be abolished, and a Chief Marshal be chosen hereafter to take active charge of the parades; that any ten wheelmen can choose a delegate to the conventions; and that the President and Vice-President of the League be chosen from among the Chief Consuls.

The report of the Committee on Racing Rules was read and accepted. These rules correspond with those of the National Association of Amateur Athletes.

The Committee on Badges was reported for by Mr. Hodges, of Boston, who exhibited a neat silver badge which had been patented by Mr. Lamson. The badge was accepted by the League. The Secretary read the proposition of President W. B. Curtis, of the National Association of Amateur Athletes, and the meeting decided to participate in the two and five mile races at the Polo Grounds in New York City, June 10.

The Committee on Credentials reported that there were 410 club votes and thirty-seven individual votes to be cast.

The Committee on Nominations presented majority and minority reports, and a ballot was taken for President, the nominees being E. C. Hodges, of Boston, and N. M. Miller, of Columbus, Ohio.

Before the ballot was announced a gentleman named A. S. Parsons said he would like to hear the report of the Committee on Credentials read in detail, as he thought there was something wrong. After some discussion the report was read, and it was discovered that the Crescent Club of Boston claimed forty votes through four members of the Boston Club.

This raised a howl, and over an hour was consumed in discussing the point whether a club could delegate its votes to another club or not. Before the point was settled, it was suggested that Mayor Harrison and other invited guest were waiting for the banquet, and the meeting agreed to adjourn for two hours.

THE BANQUET

took place at nine o'clock, in the large dining-hall of the Pacific, and was a most enjoyable affair, in which about 200 gentlemen participated. The tables were ornamented with stands of flowers, but there was no attempt at elaborate decoration. After full justice had been done the viands, Mr. John M. Fairfield, who acted as master of ceremonies, introduced Mayor Harrison as a gentleman whom they all knew by reputation and name. "Our Carter" never received such a warm reception as was given him by the wheelmen when he arose. They

gave three cheers and a tiger, and it delighted the Mayor, for he commenced by saying: "Boys, I wish I was a bicyclist after that." He then went on to say that he had been requested to welcome them here. They had seen the drives and boulevard, and the walks and windows packed with ladies and gentlemen, and they had seen the waving of handkerchiefs by fair hands as they passed along in procession, so that they could not but have felt that they were already welcome to Chicago. He had wished that he was young again, so that he might be able to ride a bicycle. He thought it was a misfortune to be a gray-headed man under such circumstances, and he wished that he might have been born later so that he could enjoy riding a bicycle. When he got out of that bed of roses, the Mayorality of Chicago, where he never was attacked by the newspapers or prayed for by the preachers, he would endeavor to ride a bicycle. If they thought that he couldn't ride, they ought to see him on his Kentucky horse. He then went into ecstasies in regard to the virtues of the bicycle, and predicted great and glorious results from its use.

The Milwaukee Bicycle Club then sang "The B I Bi," to the amusement of all present.

Commander Marsden, a lawyer of New Haven, Conn., said a word for the elegant reception accorded to the League in Chicago. They had the finest meeting and the best time here. A. S. Parsons, of Cambridgeport, Mass., also spoke in the same strain, and three cheers were given for

THE POLICE OF CHICAGO,

who gave them such efficient service during the day. A toast was next drank to the ladies, whose appearance on the streets added so much to the success of the entertainment.

Capt. E. C. Hodges, of Boston, J. O. Monroe, of Buffalo, W. H. Miller, of Columbus, O., and Capt. T. S. Miller, of Chicago, also made brief speeches, after which the Boston boys gave the peculiar Harvard cheer for Chicago, which commences with a mild "rah," which is repeated six times, and winds up with a thundering "hurrah" and a "tiger."

Mr. Fairchild read a letter of congratulation from John G. Shortall, after which Mr. Coleman of Canandaigua, N. Y., Secretary Putnam, and Mr. Bennett, of Cincinnati, also spoke briefly, the banquet winding up by the Milwaukee Club singing "Over the Handles," to the tune of "Over the Guarded Gate," in very excellent style.

The invited guests included Mayor Harrison, the Rev. Dr. Arthur Edwards, and Mr. E. E. Wood, former West Park Commissioner. With them at the table sat Commander S. A. Marsden, of New Haven; J. M. Fairfield, the Vice-President; K. N. Putnam, of New York, Secretary; Frank W. Hinman, New Haven; A. S. Hibbard, Milwaukee; A. Ely, Jr., Cleveland; William V. Gilman, Nashua, N. H.; and T. H. Benton, New Haven, the officers of the League.

THE MEETING RECONVENED

after the banquet, and the matter of the Boston Club's action in trying to cast the vote of the Crescent Club of Boston, was again brought up. The members of the Boston Club acted in a very gentlemanly manner, and Mr. Weston, the spokesman, said they were willing to do anything that was perfectly right and just in the matter.

The question of the adoption of the report of the Committee on Credentials, which admitted the vote of the Crescent Club, was put and lost, and it is decided that hereafter all delegates should be allowed to cast only the votes of the Clubs to which they belonged.

The meeting then proceeded to the election of a President, which resulted in the choice of Mr. W. H. Miller, of Columbus, O. Three cheers were given for him with a will, and he responded in a happy speech of thanks.

The following additional officers were elected: Vice-President, Mr. A. S. Parsons, of Cambridge, Mass.; Corresponding Secretary, Mr. K. N. Putnam, of New York City; Recording Secretary, Mr. Angus S. Hibbard, of Milwaukee; Treasurer, Mr. William B. Gilman, of Nashua, N. H.; Board of Directors:—California, George H. Strong and G. L. Cunningham; Connecticut, T. B. Beach and Dr. T. S. Rush; District of Col-

umbia, P. T. Dodge and Max Hausman; Illinois, J. M. Fairfield and H. G. Rouse; Indiana, Harry Bates and John O. Perrin; Kentucky, H. Beddo and C. W. Macklin; Iowa, D. R. Craig; Maine, C. H. Lamson and Elwell Deering; Maritime Provinces, Harry H. Goldack; Maryland, Clymer Whyte and Albert Trego; Massachusetts, Fred. S. Pratt and E. S. Hodges; Michigan, Frank H. Escott, C. H. Porter, and Gifford and Richard Garvey; New Hampshire, C. A. Hazlett and E. M. Gilman; New Jersey, L. H. Johnson and C. J. Wood; New York, W. F. Gullen and J. O. Monroe; Ohio, Fred. T. Sholes and J. G. Ketchell; Ontario, S. M. McMichael; Pennsylvania, Charles Bellz and W. E. Montelius; Quebec, H. S. Tibbs and W. N. Campbell; Rhode Island, Charles D. Howard and A. G. Carpenter; Vermont, A. W. Childs and George E. Styles; Wisconsin, A. A. Hathaway and A. C. Jones.

A vote of thanks was tendered Mr. J. M. Fairfield for his efforts in making the meeting a success.

The meeting then adjourned until June 30.

ADVERSARIA.

—Imbecility can be pitied, ignorance forgiven, but when it comes down to querulous misrepresentations, or, to handle without gloves, wilful lying, then some one needs a little plain talk.

—For out and out petty spite I commend the following clipping, taken from the *Graphic* of May 31st: "The manufacturers of that great American nuisance, the bicycle, are endeavoring in every way to add to the number of those who by purchasing their wares add to their stock of profits. It is an open secret that most of the so-called bicycle 'associations' are supported by these same manufacturers, and that they support a numerous corps of professional riders, who parade as amateurs. Meanwhile, it is gratifying to note that the demand is rapidly falling off; so much so that the majority of the bicycle riders in this city consist of urchins who find no difficulty in borrowing gratis the machines they ride upon."

—Criticism, when fair and manly, should be borne by every one without complaint, but when a supposedly respectable paper goes out of its way to insult the members of our bicycle "Association," then I think patience ceases to be much of a virtue. The trouble with the *Graphic* man is the same as that which afflicted a certain individual described in the "Bicycling Journal," for he "is not our particular kind of a d—d fool." For this and all other blessings the Lord make us truly thankful.

—Certainly Mr. Putnam and his followers must be satisfied with the selection of Mr. Miller as President of the L. A. W. Personally we know Mr. Miller to be a gentleman in every sense of the word, but as President I doubt the wisdom of the selection, as he announced many times himself his utter ignorance of matters appertaining to the League.

—Mr. Miller is, however, a man who, as he has accepted office, will make it a point to work and become posted. His election will do much toward strengthening the League out West.

—The choice of Mr. Hodges, of Boston, was certainly in accordance with the wishes of the majority of Eastern men. One club East only being conspicuous in its opposition to this gentleman.

—I was pleased to see the new constitution, as presented by Mr. Hodges, adopted in its entirety. It is complete and simple, and certainly just in the matter of representation at business meetings.

—Now all we need is a vigorous and practical adoption by the States of the new rules. They certainly give us all that the disgruntled members call for, providing they are carried out.

—Chief Consul Weston seemed a trifle dis(consul)ate over

the turn-out here last week, the Hub delegation did not turn up and our city men did not turn out as they should have done.

—I want to make a few remarks about the Chicago meet and election in your next, for this issue I have not time to collect my scattered senses, besides Mrs. Chang wants to know all about it first. I shall tell her all (with certain reservations).

CHANG.

THE B. T. C. MEET.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and their is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.
Boston, Mass.

Savin Hill, Dorchester,

In response to an official call for a meet of the American Branch of the Bicycle Training Club, about thirty wheelmen assembled at headquarters, 791 Fifth avenue, on Saturday, May 27th. The selection of this day was rather unfortunate, as, on account of not being a holiday, a number, who would otherwise have attended, were obliged to be absent on account of business. The line was commanded by Captain Fred. G. Bourne, Manhattan Bi. Club, with E. Y. Weber as bugler. The Manhattan Club escorted the visitors, among whom were Captain Clark, of Harvard Bi. Club, Mr. Gilman, of Nashua, N. H., and Secretary Lucas, of the Mt. Vernon Club. The New York, Lenox and Ixion Clubs were well represented. As many had engagements at the inter-collegiate sports in the afternoon, about seventeen men assembled around the well-spread table at the Peabody House, Yonkers, where a very enjoyable meal was discussed. After dinner, the members of the Touring Club met in the parlor and a business meeting was held, a report of which has been handed us for publication, as follows:

Chief Consul F. W. Weston called the meeting to order at 3.20 p.m.

The manner of appointing Chief Consuls for the different States was considered, and, on motion, it was resolved to ratify the rules giving the Chief Consul full power to act in the matter.

The Chair recommended the appointment of a committee to prepare a code of rules for the government of the American branch of the Bicycle Touring Club, and, on motion, Messrs. Jenkins, Smith and Hayward were elected to serve with the Chair on this committee.

On motion, resolved that the Chief Consul be requested to notify the Executive in England of the desirability of manufacturing the membership badges in this country, and to suggest that a die be furnished him; and further suggest that the American branch of the Club shall pay into the home treasury such royalty for each badge manufactured here as will be equivalent to the profit now received by the home treasury.

On motion, resolved that the B. T. C. hold a meeting on the 2d of November, 1882, and at such time and place as the Chief Consul shall direct.

On motion, resolved that THE WHEEL be appointed the official organ of the B. T. C. in America.

On motion, a unanimous vote of thanks was tendered to the Chief Consul for the valuable services he has rendered to the B. T. C. in America.

On motion, resolved that a copy of these minutes be forwarded to the Executive in England.

On motion, adjourned at 4.30 p.m.

T. A. HAYWARD, *Secretary, pro tem.*

After the meeting, a number, wishing to catch the train for Chicago, took the cars and arrived in New York at about 6 p.m., after a very pleasant run. It is expected that, by the appointment of consuls, the membership will be largely increased, and the influence of the B. T. C. extended over this country as in England.

FROM SCRATCH OR MARKS.

It may not be contended that the successes waiting upon the race meetings of a popular racing club, are entirely owing to the interest and excitement caused by the principal events decided at those meetings. It is, however, noteworthy that the meetings of a club which has persistently upheld races from scratch, and relied upon them as the main attractions are uniformly successful, while meetings of clubs at which handicaps are the principal events, never succeed. Either fact is significant, but the two facts coupled amount to almost positive evidence that handicaps fail in attracting spectators who would flock to see a race from scratch. The more this matter is thought over the less astonishment is felt, either at the successes attending races from scratch, or the long list of failures attached to handicap racing. Taking the latter contests from the spectators' point of view, it is at once evident that the ordinary lookers-on can have no clear idea of what is happening before their eyes. They know that a lot of good, bad and indifferent riders have started from various places to see who can first reach a goal. They know that by waiting patiently they will see who wins, but they are also quite clear on another point, which is, that, although they are staying to see victory gained by somebody, the chances are very much against that individual being the best man in the race. So far as spectators unacquainted with competitors are concerned they get the minimum of interest from a handicap, and the majority of them would understand the contest quite as well were all the distance between the first and last laps ridden through a tunnel. Spectators like to see a race of man against man, and they like to see the best man win. But looking at a handicap they see a contest in which a lot of men are pitted against the handicapper, and it is comparatively seldom that the best man wins. When the handicap is over the spectator knows, in all probability, that the winner received a 100 yards start, more or less, and finished 8 yards in front of a man who could have given him 90 yards and a beating. This is not the kind of knowledge average people care to expend time and money in acquiring; neither are they, as a rule, inclined to go long distances in order that they may see a race, the quality of which depends not so much upon the competitors as upon the acumen handicapper. The public requires to see a race which it can understand from end to end. Men like to witness contentions between good riders on equal terms, and to know that, bar accidents, the best of the good men will win. But whether the races be good, bad or indifferent, frequenters of race meetings like to see the best of the set engaged in a contest gain the first prize. Their desires are not gratified in any of the numerous handicaps for which prizes are given, and they are gratified by those races from scratch which always draw, and over which enthusiasm is certain to be displayed. For these reason we desire to see handicaps less prominently before the public, and races from scratch advanced to their deserved position.—*Bicycling News.*

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CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox Bi. Club weekly runs.

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

CLOSING OF ENTRIES FOR BICYCLE RACES.

JUNE 28.—One-mile race in heats, best two in three. First Prize, Gold Medal, value \$25. Silver Medal, value \$12. No entrance fee. Fairfield County Agricultural Society, Norwalk, Conn.

JUNE.—BOSTON BICYCLE CLUB, 53 Union Park. *Saturday, 10.* Headquarters 4 P. M. Forest Hill Station. Morton, Austin streets, Blue Hill Avenue, Mattapan, Washington street to "Cobbs," So. Canton. Supper and night. (17 m.) *Sunday, 11.* Breakfast "Cobbs." Excursion to Massapoag Pond. Dinner "Cobbs," 12.30. Return 1.30. Home *ad lib.* *Sunday, 18.* Headquarters, 2 P. M. To Squantum Point via Milton L. Mills, Adams, Coleman streets, &c. Supper at Old Squantum House, or return to City and Supper at Providence Depot. *Sunday, 25.* Headquarters 10 A. M. sharp. To Cohasset via Meeting House Hill, L. Mills, Quincy, &c. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.* *Moonlight Runs* of short distances will be held, starting from Headquarters at 8 P. M. Friday 23, Tuesday 23, and Friday 30. Members are earnestly requested to be on hand for prompt starts. Members will appear in UNIFORM during the June events. Per order Fixture Committee.

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

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54 inch Humber Roadster, full nickeled	120
54 inch half nickeled Matchless Bicycle	110
54 inch Full nickeled Standard Columbia, ball bearings and Acme stand	100
49 inch British Challenge, full nickeled	115
46 inch Timberlake, painted	75
54 inch Fluted Hollm Fork Centaur Open head, ball bearings, full nickeled except wheels	130
52 inch Special Club, full nickeled, with Cyclometer and bell	120
58 inch Humber, all bright	130
48 inch full nickeled Standard Columbia, ball bearings....	105
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