

# THE WHEEL.

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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OFFICE OF PUBLICATION, 22 NEW CHURCH STREET.

## EDITORIAL JOTTINGS.

Were you there?

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If not, you ought to have been.

\* \*

The New York men brought back five medals.

\* \*

There will be a three-mile bicycle race Saturday at the Polo Grounds, when Myers will meet George for the first time at half a mile.

\* \*

On Saturday, November 11th, there will be a mile handicap at the Polo Grounds. Entries close with Wm. McEwen, Manhattan Athletic Club Grounds, Eighth avenue and 56th street, November 6th. On this occasion the second race of a mile between Myers and George will be run.

\* \*

Pitman ought now to be satisfied. He is a member of the League, of the B. T. C., and made his mile in 3m. 10s. Very good for the old hoss.

\* \*

The Capital club are making preparations for a grand meet to be held November 29th, in connection with the "National Bazaar, Industrial and Art Exposition," for the benefit of the Garfield Monument Fund. The committee consist of Col. F. A. Seely (chairman), C. E. Hawley, E. N. Fowler, P. T. Dodge and F. D. Owen, all members of the Capital club. Pres. C. E. Hawley has also been elected a member of the Board of Direction. The programme consists of a parade, races, and review by the president.

Details of the arrangements will be published from time to time, and it is the intention of the Capital club to top the record in point of numbers if a possible thing.

### BICYCLE TOURING CLUB.

The Annual Meet of the Bicycle Touring Club in America will start from Fifth avenue and Fifty-ninth street on election day, Tuesday, November 7th, at 10 A. M. The parade will be under command of Fred. G. Bourne, and all wheelmen should report to him at 9:30. The run will be to the Peabody House, Yonkers, where dinner will be served, after which a business meeting will be held, and the State consuls will be selected. It is earnestly hoped that members will be present, and all other riders are invited to participate in the Meet, without further invitation.

Secretaries of clubs are requested to report to the commander the probable number that will participate.

Any member having paid dues, but has not received his badge, can obtain the same by enclosing a three cent stamp to

FRANK W. WESTON,

Savin Hill, Dorchester,

Boston, Mass.

Chief Consul B. T. C.

### FROM THE CLUBS.

HARVARD.—The second regular hare and hound chase of the club took place yesterday afternoon despite the high wind that was blowing, and was in all respects a thorough success. The hares—Messrs. Norton, '85, and Clafin, '86—left the steps of Matthews at precisely 3.19½ o'clock. A dozen or more hounds who had assembled started seven minutes later, and from then on the race was an exciting one. The course lay through Brighton by indirect route to Watertown, thence to West Newton, on to the junction of Beacon and Washington streets, very near Newtonville. Here the hounds were encouraged by learning from the relay that joined them that the hares were hardly five minutes ahead of them. The road thence through Newton Centre to Chestnut Hill Reservoir was per-

fect in all respects, and good riding was done by the hounds, that of Messrs. White and Maverick being especially good. At the reservoir the scent was lost, and fully three minutes were consumed before it was found again. Once more before reaching the finish the whole body of hounds were misled, and took a circuitous route before regaining the regular trail. Mr. Moffat was the first of the hounds to reach the finish, closely followed by Mr. Hemenway. The total distance ridden was nearly nineteen miles, and the riding time of the hares was 1 hour 26½ minutes, being remarkably good considering the high west wind that blew against them all the outward course. The riding time of the first hound was 1 hour, 28 minutes, 3 seconds. The hares chose good roads and so great was the success of the run that the management of the club felt encouraged to announce another for next Thursday afternoon. All riders connected with the University are invited to participate, whether they be members of the club or not.

TREMONT.—Messrs. C. J. Holland and W. L. Jackson of Medford, members of the Tremont Bicycle Club of Boston, made a run of 154 miles October 22d. The start was made from Medford Centre at 12.18 A. M., and the finish at 11.49 P. M. The route was to South Farmingham, via. Cambridge, Chestnut Hill, Newton, Lower Falls, Wellesley and Natick, returning by the same road; thence to Gloucester, via. Malden, Saugus, Lynn, Salem and Beverly, returning to Medford by the same road, and again to South Farmingham and return to Medford as before. The running time was 20h. 30m. The above is the longest run made in one day by any bicycle club in America.

GERMANTOWN.—The G. B. C. are in possession of a peculiar record. They had forty-three uniformed members in the parade at Philadelphia, and three members who rode with other clubs. This is far ahead of any previous record at a large meet, and outnumbers the Massachusetts club record at the second League meet in Boston in 1881.

CHALLENGE.—Mr. Dick Waring of Pittsburg writes that he has resigned the position of secretary, and that J. L. Cote now fills his place,



UTICA.—Pres. J. H. Cutter and Capt. Metz took an extended run Oct. 17th to Cooperstown and return, by way of Richfield Springs, making a trip of 82 miles, a very creditable performance. The club have also secured rooms in the Arcade building, and have fitted them up handsomely. The captain and secretary, W. J. Walters, rode last August to Detroit, Mich., in ten days, a distance of 600 miles. An extended account of the trip will soon be published.

### Answers to Correspondents.

S. P. G.—The board of officers, L. A. W., have decided three feet the official measurement of racing tracks.

Reader of THE WHEEL, New Haven, Conn.—Send name and address (confidentially).

Premier Birotus—Notes received, but have mislaid original copy.

J. H. C.—Clipping received. Races were reported by our correspondent. Thanks.

G. C.—Have sent the missing numbers.

### THE PHILADELPHIA MEET.

"All aboard for Philadelphia," shouted the gentlemanly official, as we consigned our bike to the tender mercies of the b. s. and the long train glided out of the Penna. depot, leaving the smoke and dust of the last city his honor made, for we are told that Jersey was the last created portion of the United States, and surely but little was left for Jersey City. A more beautiful autumn afternoon could not be pictured, and everything looked bright for the festivities of the morrow.

Arriving an hour and a half late, we saw a B. T. C. Badge and a long pair of legs coming near us, and soon we were clasped in the arms of long Joe. Go down one square turn to the north and then the right, and you will come to St. George's Hall, and we soon found ourselves struggling through the good humored crowd that lined Broad Street, until we reached the hall, where it was our pleasure to meet the delegates of the Albany Club, as well as our old friend Gould. After disposing of a fair meal, a party of ten or twelve Germantowners adjourned to the depot to meet the Washington and Baltimore delegates, and a capital crowd they were. Among the number were C. E. Hawley, L. W. Seely, Max Hansmann, Capt. E. H. Fowler, S. T. Clark and many other noted wheelmen. The machines were soon stacked, and the party numbering about sixty, managed to make their way through the crowd with a lock-step movement, and the dear Jarge at their head, tooting his caliope. Quarters were found, and from what we hear, but little sleep was indulged in that evening.

In the morning wheelmen were to be seen singly, in pairs or small squads, and the Park presented a gay appearance with its many colored uniforms, its bright or full nickeled machines

and graceful riders. There was considerable delay in forming the line, and an hour's time was consumed in waiting for the New York delegation, who were behind time. A good start was finally effected, and with two mounted policemen to clear the way, the riders proceeded in tolerably good form along the route, and here let us say that a finer run could not have been selected, and Philadelphia has good reason to be proud of its Park and the privileges to be enjoyed. The parade was under command of Capt. H. R. Lewis, with the following aids: H. B. Hart, Philadelphia; Capt. Kolp, Scranton, Pa.; S. T. Clark, Baltimore; W. B. Miller, Susquehanna, and Fred Jenkins, Manhattan Club, New York.

There were about 200 club men, and nearly 300 unattached men, including one feature in a red hat, shirt and stockings that was not counted. The actual number being 482, exceeding the Chicago Meet, and second only to Boston in '81. About 300 of these completed the journey, and at least 250 were on hand at the dinner, which was served upon the arrival of the parade at Belmont Mansion. Among the clubs that participated were the Capital (Washington, D. C.), Captain E. H. Fowler, 26 men; Mt. Vernon, N. Y., Capt. F. T. Davis, 2 men; Maryland, Capt. Al. Trego, 20 men; Germantown, Capt. W. Wilson, 46 men; Philadelphia, Capt. H. R. Lewis, 20 men; Albany, Capt. Burch, 4 men, Marrietta, Pa., Capt. C. S. Spangler, 12 men; Binghampton, N. Y., Capt. A. W. Clark, 3 men; Manhattan, Capt. F. G. Bourne, 3 men; Quaker City (composed of unattached riders, formed for the celebration, and known as "Fergies' Band"), Capt. Ferguson, 20 men; Lehigh University, Capt. J. W. Packard, 4 men; Westchester, N. Y., Capt. F. W. Dartwright, 3 men; Pennsylvania, Capt. Miller, 18 men; Kings County Wheelman, Captain Fisk, 12 men; Essex, Capt. Knight, 4 men; Ixion, Capt. Newman, 4 men, Citizens. Capt. Beckwith, 3 men, and a few others whose names we were unable to obtain.

### THE DINNER.

The dinner was very informal, and consequently enjoyable. The utmost good humor prevailed, and, with the exception of a scarcity of waiters, there were no drawbacks. A band discoursed popular airs, while the wheelmen kept time on the empty wine bottles, until Frank Weston, chief consul B. T. C., disturbed the scene by his arrival, and was seated amid uproarious applause. Ten minutes later the Boston party, consisting of Charles E. Pratt, E. W. Pope and Captain Shillaber, arrived in time for breakfast, having been detained for some hours. They were enthusiastically received, and ex-president Pratt was obliged to respond to the calls, which he did in his usual easy way. Among the guests were S. S. McClure of the *Wheelman*, Geo. H. Day, Conn. Bi. Club, Harold Serrell, R. V. S. Schuyler, P. T. Dodge, G. Davidson, E. H. Jewett and many others. It was the intention of the managers to have taken a picture immediately after the dinner, but the camera not being on hand, the wheelmen mounted and the riders made their way to the driving park where the

races were held, an account of which will be found among the racing news.

### THE RUN TO BRYN MAWR.

Immediately after the races a party of about sixty, composed of the Capital and Germantown Clubs and members of the B. T. C., enjoyed a delightful moonlight run to Bryn Mawr, where supper was spread. Owing to some misunderstanding, there were more wheelmen than plates, and a few were obliged to skirmish around for a meal.

A few misguided wheelmen enticed by the sign, "Pharmacy down stairs," groped around the subterraneous passages of the hotel in the vain hopes of "seeing a man." Papa suggested taking a train to town while supper was being prepared, but Jarge thought he knew a drug store within hailing distance, which after some trouble was reached, and a prescription prepared at short notice. After supper speeches were made by Capt. Wilson, Frank Weston, Chas. E. Pratt, C. E. Hawley, Captain Shillaber and Pennell (J.), the latter occupying considerable time, holding the listeners' attention in a death like grip, while he made the following remarks, which our feeble pen is unable to report with justice. It read like this. "Gentlemen, - - - - - 10.30, - - - good-night," [tremendous applause].

The wheelmen then scattered, some to remain at Bryn Mawr, others to take the "owl train" which discounted sleep, and the return run was made in the bright moonlight at a reckless pace. The last farewells were said, and the Bi-Centennial Meet was a theme only for pleasant dreams and future conversation.

### WHEEL RACES.

The twenty-first field meeting of the Columbia College Athletic Association, held Saturday, October 21st, was hardly a success, either in point of numbers or racing. The handicapping committee had been so liberal in the bicycle race that the interest after the first two laps was reduced to a minimum. Kemp and Gray both received 400 yards, and the scratch man, Howard, was clearly overmatched and did not gain a yard in the first mile, at which point he dropped out. Kemp and Gray had a fine race together for first place. Gray made the pace until the last lap, when Kemp went ahead, winning in 6m. 33 1-5s. Kemp is a new rider and has never raced before. Had all three been placed at scratch the race would have been more interesting.

### THE BI-CENTENNIAL RACES.

The races in connection with the general meet and celebration were an unqualified success. Owing to a slight delay at the dinner it was ten minutes past the hour when the grounds were reached, and fully half-past three before the events were started. The programme was well arranged and the races run off promptly and successfully. Upward of three thousand people enjoyed the sport.



A team of eight men from the Capital club of Washington, under command of Capt. E. H. Fowler, headed the programme with an interesting club drill, lasting ten minutes, executing many difficult manoeuvres, which were generously applauded.

The first race was a heat of the one-mile dash, but as Louis Frye had not put in appearance, V. C. Place withdrew, leaving B. G. Sanford and W. R. Pitman of the Ixion club to compete. Pitman took the lead at the start, and won easily in 3m. 23½s.; Sanford a poor second in 3m. 45s.

The second heat was taken somewhat easily by E. A. Thomson (Lenox Bi. Club) in 3m. 30s., defeating H. Galien, Jr. (Albany Bi. Club), and W. H. Austin (Kings County Wheelmen), who came in as named.

Mr. Burt Pussy then followed with a skillful exhibition of riding on the "American Star," which was very well received. There have been a number of improvements in the Star of late, and judging from the number at the parade it must be gaining in popularity.

The second event was a novices' race, which had been divided into two heats on the programme, but to save time it was decided to run the event in one heat. There were seven starters, and the race was intensely exciting from start to finish. At the conclusion of the first lap it was anybody's race, as all were well bunched together, but on rounding the turn and entering the homestretch all were considerably surprised to see an "American Star" at the front, and Mr. C. H. Chickering was liberally applauded when he crossed the line a winner in the creditable time of 3m. 20s., with C. A. Roberts second in 3m. 24s.

Mr. Rex Smith then delighted the spectators with a ten minutes' exhibition of his most approved style of fancy riding, which won for him hearty applause. His riding on one wheel in a circle and ending by spinning around like a top with the hind wheel clear of the ground, was wonderful, and surpasses anything we have ever seen in that line. One feat followed another in such rapid succession that it was almost impossible to note each event, and it was a matter of regret when time was called.

Only three competitors started in the two-mile handicap out of a field of six. These were V. C. Place (scratch), E. A. Thomson (100 yards), and W. H. Austin (185 yards). At the pistol fire Place started in pursuit of his men at a rapid pace, completing his first mile in 3m. 1¾s. On the next half he caught up with Thomson, and as the pair had left Austin far behind they jogged along together, Place finishing first in 6m. 50s., and Thomson second in 7m. 2s.

Mr. Fred Cope was the third contestant for honors in the fancy riding, and although it was not, in our opinion, as finished a performance as Mr. Smith's, it secured him first prize.

The next race was the final of the mile, in which Thomson, Galien, Pitman and Sanford were, by virtue of winning places in the trials, entitled to compete. All started except Sanford, but the race narrowed down to Pitman and

Thomson, who in training together had run three dead heats at separate intervals. At the pistol fire Thomson shot away with the veteran at his heels, and this position was kept up, amid tremendous excitement, until the finish, when Pitman by a desperate effort suddenly pushed his wheel even with Thomson, but the other answered bravely and won in the excellent time of 3m. 9½s.; Pitman second by 9 inches.

The five-mile handicap that followed was somewhat of a procession and rather devoid of interest. The starters were: Place at scratch, Thomson, 250 yards, Dyson, 400 yards, J. G. Burch, Jr., 400 yards, Oscar Kline, 450 yards, and C. G. Wilson, 450 yards. A protest was lodged against Kline on account of his riding at unsanctioned games, but as he was unplaced it caused no trouble. Place set out determinedly, and at the fourth mile had made up all his handicaps. He continued riding at an even gait, and finished strong in the good time of 16m. 58¼s. His first mile was finished in 3m. 7½s.; second, 6m. 27¼s.; third, 9m. 58s.; fourth, 13m. 30s.; and fifth in 16m. 58¼s.

Edwin Dubois, a small boy, gave an exhibition on a boneshaker that created considerable amusement.

In the half-mile League race Place scored an easy win in 1m. 30s., with W. W. Cole second in 1m. 35¾s.

The Consolation race of a mile for a League badge, offered by THE WHEEL, was only competed for by Sanford and Austin. The latter led at the half-mile post, but on entering the homestretch Sanford spurred and won by a couple of lengths, in 3m. 31s. This ended a most successful race meeting. The half-mile track which had been newly built was in very fine condition, though a little rough in spots. The arrangement for spectators was better than those for officials, but in view of the limited time in which to prepare everything, it can be readily overlooked, and the Philadelphia clubs can be congratulated upon the excellence of the arrangements and races.

#### RACE MEETING OF THE CLEVELAND CLUB.

The first fall race meeting of the Cleveland Bicycle Club is a thing of the past.

At two o'clock on Thursday afternoon, October 24th, the twenty bicyclers and three tricyclers who had assembled at Davis & Hunt's on Ontario street, were given the signal to mount in the presence of a large number of spectators.

Perkins track on the West Side, the scene of the sport, was reached in a short time, and preparations were immediately made for the races, the following gentlemen acting as judges and time-keepers: Wm. Edwards, J. H. Wade, Jr., and W. H. Backus.

The first race on the card was the five-mile contest for the championship of the club, the prize being an elegant gold medal, presented by Pres. J. H. Wade, Jr., for which there were seven contestants. At the word Wetmore took

the lead, closely followed by Collister, which positions were maintained until the beginning of the fifth mile, when Collister passed Wetmore by a good effort and won by about five lengths; Wetmore second, Jaynes third, Potter fourth; the time for the miles being as follows: 3.32½, 7.32¾, 11.18½, 15.05¼, 18.49¼.

The next race on the programme was the mile dash, best two in three heats, for a McDonald Cyclometer and a year's subscription to the *Wheelman*, for which there was four starters. At the word North took the lead, closely followed by Root and Wetmore, which order was maintained until the second half, when Root and Wetmore both passed North, Root winning the heat; Wetmore second, North third, Hathaway fourth; time, 3.30½. In the second heat only Wetmore and Root showed up, Wetmore taking the lead at the start, winning easily in 3.34¾. The third heat was almost a counterpart of the second, Wetmore taking the lead at the start and holding it to the end, in spite of several gallant efforts by Root to head him off. Time, 3.36.

The next race was a half-mile in heats, for a long-distance saddle and a year's subscription to THE WHEEL, for which there was seven starters, and in both heats Pugh took the lead at the start, holding the same to the end, and winning easily in 1.39½ and 1.40; Jaynes second, Biddle third.

The next race was one half-mile without hands, which was won by Wetmore, Pugh a close second. Time, 1.50½.

Next on the programme came the tricycle race, half-mile, in which there was three starters, which resulted in quite an exciting race between J. H. Collister and Norman, Collister finally winning; Norman second, Campbell last. Time, 2.31. Considerable interest centred in the tricycle race from its novelty, as also its being the first of the kind west of New York.

The last race on the programme was the Consolation Race, in which each member who had not raced at this or the spring races of the club were compelled to enter or pay a quarter, had about twelve starters, and after an exciting race was won by Beckwith; Sprackling second, Avery third. Time 3.26½ (best in Ohio), the prize being a leather medal, quite an elegant affair, stamped and mounted in gold.

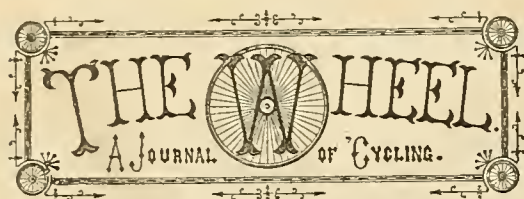
After the races Mr. W. H. Wetmore, of Cuyahoga Falls (a member of the club and winner of the fancy riding contest at the Ohio meet), gave an elegant exhibition of fancy riding, which was heartily enjoyed by all present, after which the wheelmen rode back to the city, very much pleased with the afternoon's sport.

Yours,

NAMALOS.

WE complete in this issue the stenographer's official report of the meeting of the League of American Wheelmen; every wheelman should read it.





The Official Organ of the Bicycle Touring Club in America.  
 FRED. JENKINS, - - - Editor.  
 CHAS. E. PRATT, - Editorial Contributor.

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### TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidentially) full name and address with *non de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest. Address THE WHEEL, Box 444, New York.

### SHALL WE HAVE SIX DAY RACES?

Every time there is a contest by pedestrians at Madison Square Garden, such as occurred there the past week, there is raised the question by many wheelmen why there should not be bicycle contests as exciting to the public and as largely attended, and as interesting generally as athletic performances? Undoubtedly there is a sporting side to bicycling. When the bicycle is brought prominently into racing, when a professional class of riders is established, when, as sometimes happens, bicycle races are managed with the incidents and accompaniments of sporting competitions, then bicycling takes on for the time being the character of a sport. To the large majority of wheelmen this is a matter of regret rather than of pleasure. The genuine amateur wheelman is more likely to be fond of his wheel and the opportunities it brings, because it is not connected with sporting. He loves the exhilaration of riding in the open air and sunshine, through fine suburbs, and out in the otherwise almost inaccessible country landscapes; he enjoys the friendly associations and the genial comradeship which bicycling encourages. He likes also, perhaps, those friendly contests between amateurs for testing excellence in riding, and for the lively incidents and amusement brought about by such competitions. But he does not take kindly to the severe contests, or to over-managed races, or to the darker ways and vainer tricks which have given horse-racing and pedestrianism their peculiar character amongst recreations.

It has been a matter of interest abroad more than here, to note such competitions as that in which Mr. Waller accomplished the remarkable record of over 1,400 miles in six days; but is there enough of interest in such matters to make

it probable that those contests will recur with any considerable frequency, or awaken the interest excited by pedestrian contests?

In all those exhibitions which create great excitement in the public, or which draw a large attendance, there is something besides advertising and besides excellence of performance, which draws the crowd. We are disposed to think that the particular element which makes six days go as-you-please events so interesting, is that of suffering just as much as it is in the case of a bull-fight,

When Captain Webb, for instance, performs in the water, this idea is borne in mind, and there are bulletined notices in large letters, "A Living Death," and other catch-words, to indicate that suffering is going on inside, that extreme peril is imminent.

In the Madison square exhibitions that which truly excites and draws the multitude is the pallor and pain in the countenance, the soreness of foot and stiffness of joints; the intense expression of determination, in spite of physical misery, to execute a performance which taxes the human system to its utmost, and comes as near torturing a man to death as it can and leave him alive.

Now if you could institute a six days "go-as-you-please" bicycle race, offer prizes large enough to induce the professional rider to go into long and careful training, and to disable himself, and even to risk disability for life, upon the event of the race, leaving no reserve of six hours for sleep and rest, there might occur the same showing of physical suffering; there might be required the attendance of physicians and surgeons, and trainers and supporters; there might be accidents and sickness and other evidence of distress sufficient to attract the multitude. One thing, however, would have to be borne in mind—that the bicyclist in such a contest would find a limit beyond which it would not be safe to go, and beyond which if he went he would be likely to stop the performance. It would require steeper form to ride a bicycle than it does to trudge on the sawdust. When a man becomes almost entirely exhausted, uneasy of stomach and unsteady of nerve, and cramped in limb, and nearly numb with want of sleep, he is likely not only to get a serious fall himself, but to cause destruction to his competitors.

Besides it is doubtful if bicycling can be made as painful as walking anyhow. The act of walking is more exhausting than the act of riding. The competitors in the six days bicycle race where the large score before referred to was rolled up, were fresh every day. They were not exhausted at the end of the competition; they did not have anything very noticeable in the way of physical discomfort during the race. So long as a man can stay on his machine and keep pedalling, he can't torture himself so much as he can by walking; and hence bicycling is not likely to be as popular as a long-distance sport as pedestrianism. Whether it would be sufficiently attractive to

the increasing number of wheelmen even to get a support for frequent occurrence, is quite a question. Certainly that time has not yet arrived.

L. A. W.

### THE FALL MEETING OF THE LEAGUE OF AMERICAN WHEELMEN.

[Continued.]

For the great object to be kept in mind is unity. It may be that an applicant is a gentleman or amateur, very respectable, responsible, intelligent and accomplished man in every respect; but yet if his admission is going to cause discord, it is necessary to consider whether it is better not to admit him.

I pass on to what constitutes an amateur, since that is an important test of membership (if I am exceeding the ten minute rule, I hope you will call me to order). What constitutes a "teacher?" (I suppose the rule to stand as it was before the proposed amendment). The point to consider on the application of the rule that a teacher is one who teaches bicycle riding for a livelihood. If this construction were accepted it could leave no question. You know—many of us know—who have experience in the matter, that it is impossible for any organization to draw rules that shall be susceptible of only one construction, and our constitution is no exception, and though we might be constantly tinkering the rules, the committee would frequently be called upon to decide nice questions of construction applicable to special cases; whether the rule stand as it does, or whether the amendment proposed by Mr. Parsons be adopted. And my excuse for taking your attention to-night is the sentiment of members of the League, and wheelmen generally that a radical change is needed regarding the professional and amateur teacher. It is, I think, one of the most important questions before the League to-day, or before the bicycling public. In the days of the beginning of bicycling there were only 25 or 30 of us, and you will remember, at that time there was not one of us who would not most heartily show another how to ride, hold the machine while he mounted, help him to strike the pedals, not one of us but would tell him how to dismount, and which way to turn the wheel—to the right or left—when in danger of falling. Not one of us doing then but what is done to-day in a riding school. It was then an essential necessity, for there were no teachers who gave their time to it, or who were solely employed in teaching. Thus, there was a necessity for it, and if we had not done so, there would have been very few bicycles now. Now, where shall we draw the line? I can point to many in this room, and I don't need to call their names, because we are acquainted here, who were teachers in this sense, and it is needless for me to assert that those who do this now are no less gentlemen than they were then, but obliging wheelmen.

Now, in my idea, it is not teaching the art of bicycling so far as introducing a man to the bicycle, or showing him how to handle it. Teaching does not begin when you mount a man on the wheel for the first time, and show him how to get off or to ride to Canton and back and do it creditably. Teaching does not begin until after that, and no teacher who keeps a school and sometimes handles the machine, or takes a class for a riding exercise to fill a vacancy, that does not constitute a teacher.

A teacher of the bicycle is illustrated very well by Mr. Prince, who takes men who know how to ride. He does not teach them how to mount, etc., but pace, ankle movement, and all sorts of tricks, and coaches him, going out with him and



watching him day by day, and hour after hour, evening after evening. He does for the rider what a groom does for his horse, even to wiping him down. Such a man is a teacher, and no one teaching the elementary part of bicycling can be considered a teacher under the rule, though he may be deriving a livelihood from it, and has sense enough to take the fees.

Now for the application of it. All across the country there are gentlemen who have gone into bicycling, partly, and perhaps for the most part, expecting to derive some pecuniary benefit by going into it. But what induces them to go into it? It cannot be simply this. We know that not one man in ten has derived that pecuniary benefit from bicycling that he would have derived from almost any other occupation or trade. But what keeps him in it if it is not the pecuniary benefit? It is because they are wheelmen, and twenty-five per cent. of the wheelmen are in the bicycle business.

The practical part of it is, that these men are shown to be the most earnest and devoted wheelmen we have in the country. These men are the presidents and secretaries of clubs, and to them is due their formation.

Is it logical that the rule should be read so as to exclude these men from the league? Where would you draw the line? I would draw the line right through the rule. It is useless, tending only to lower the standard of men who would teach without being professionals.

The idea I wish to convey to the board of officers is that they must consider each application on its merits. If the amendment is right it should be adopted, or if the whole rule is useless let it be struck out. The sooner our source of destruction to union amongst wheelmen is withdrawn the better will the league be able to retain many men, who under the present construction of the rule are deprived of their membership.

It is the technical application of the rule that I object to, and I don't think the League of American Wheelmen, or any other organization is necessarily confined to a strict and servile adherence to the letter of the law. The league rules are contrived to promote unity and harmony in the league, to make it more useful and add to its membership. (Applause.)

Mr. Clark—It is impossible for me to reply with any such silvery tongue as Mr. Pratt, but at a previous meeting of this board, he expressed rather different opinions. (The paragraph read.)

Dr. Coleman did not see that the opinion varied from his present views.

Mr. Clark—Teaching as a means of earning a livelihood is what makes a man a professional.

Mr. Pratt—On that battle ground we were fighting out the question, and it arises whether we are to exclude, therefore, such men as Frank Weston and Colonel Pope. At the meeting referred to I did not carry my point quite as far as I do now as it was unnecessary. I held the same views then that they were radically opposed by several members of the board of officers. I expressed those views to a certain point, and now I state that teaching does not begin with the simple explanation or assistance which enables one to handle the machine.

Mr. Williams—This question is capable of much argument. One may hold that he is a teacher who helps a man to mount, or a gentleman who does the same thing in order to sell a bicycle is a teacher, or he is a teacher who is employed at so many dollars a week, while still another holds that no man teaches who is not a coacher and ready to rub a man down.

This shows a great deal of ambiguity in the rule and it should not be allowed to remain so any longer. A gentleman applying for membership under our construction has to be rejected, while under another he can be accepted. Its influence on the membership roll is at once seen. An occasion arises where club members have to choose

between their secretary, who may be a teacher under one of the constructions of the rule, and the league. It is easy to see how the club will decide. It will of course support its secretary. I should therefore approve of a resolution leaving it to the league to judge what constituted a professional bicyclist, although with such an organization as ours it is important to appreciate the distinction.

Vice-President Parsons—I supposed it would be necessary for me to say something in support of this proposed amendment and I was wishing that we might have the eloquence and ability of our ex-president to aid us. Unexpectedly but most happily we have had this. He went so thoroughly into the question that there is little left for me to say; but let me say from the start, I do not propose this amendment for the benefit of any teachers of bicycling, or from the belief that they can not take care of themselves, but because I believe it necessary for the salvation of the league.

There is scarcely a club whose most active member would not like to be a member of the L. A. W., but is debarred on account of this rule, and there would be no hesitation in admitting such men were it not for the construction put upon the rule.

Bicycling could not grow without such men, and we need them for teachers under Mr. Pratt's definition. We need gentlemen who can treat a gentleman properly, and from whom even a clergyman could receive instruction, and not be turned over to some ruder man. There are gentlemen—members of the League—who would willingly do this; but they dare not, if they wish to retain their membership in the League. I know a case in a neighboring city of a clergyman coming to learn riding at a school. The principal turned him over to a man or boy; but seeing he was not getting on well, he assisted him. I said, "Mr. So and So, you are running the risk of losing your membership in the League." Gentlemen, I will not quote his remark regarding the League. (Laughter.)

One thing about this rule is that it has not been enforced as it reads. It would cause trouble, and it seems to me we should have no rules which should cause trouble in the League. These rules were hastily passed at Chicago, and I do not think this rule would have been adopted if carefully discussed.

Dr. Coleman—I think there is more danger of our rules being too strict than of their being too liberal, and I do not believe in closing our doors against wheelmen, who would be welcomed among us were the rule not made so stringent.

Mr. Hazlett—A very prevalent idea through all the States was that under the rule a member could not pioneer wheelmen in the country and accept any fee without risking his membership. Mr. Pitman had conducted several parties of from thirty to forty, and with this rule in force he has to consider whether he will continue his teaching for the benefit of his club, or give it up for the benefit of the League. And such cases are common.

Mr. Carpenter—From the way the rule is worded I believe he will remain a member of the League. When the enforcement of such rules drives out men like Captain Pope, Treasurer Gilman, Chief Consul Rouse, etc., then I don't think there is one here who cares to remain by the League with such rules. Still the rules should be so worded that they will be recognized by the English authorities, and our men be allowed to race at their meetings. And the rule should be made so as to avoid discord.

Mr. Shillaber—English authorities seem to look upon this rule with a lenient eye, though they do not in other matters.

Vice-President Parsons—I understand that touring clubs are very successful in England, while bicycle clubs are barely on their legs. But

I do not see the importance of keeping our rules in conformity with the English rules.

Mr. Williams—I move that the amendment be taken separately.

Chair—The question comes on the amendment of rule 25 to strike out the words "taught or." (Rule read.)

Amendment carried.

Chair—Now we take up the amendment of Rule 26, strike out all after first two lines. Rule 26, as amended, will read: "Bicycle manufacturers, importers, dealers, and agents, as such are not to be considered as professionals."

Mr. Williams moved that the whole rule be struck out to avoid improper use of it.

Vice-President Parsons—I do not consider the rule essential, but it seems to me the objection of my friend Mr. Williams is covered by the words "as such." If a man becomes a professional teacher, as now understood, "as such" he could not be a member of the L. A. W.

Mr. Williams—There is a chance of a good deal of argument on that, and it is only fair to leave no opening for that. We have already had difficulty in defining who are teachers and who are not.

Mr. Pratt—I move that "unless disqualified" be added to Rule 25.

Chair—Any addition will have to be published.

Vice-President Parsons—There would be no need to publish the amendment, as the attention of officers has already been drawn to the fact that amendments were to be made to the rule.

Mr. Pratt—In adding this the amendment does not change.

Mr. Williams—I withdraw my motion, as Mr. Pratt's amendment covers the same ground.

Chair—The motion now before us is to strike out of Rule 26 all after the first two lines, and add "unless disqualified under preceding rule" is before the meeting.

Motion carried.

Vice-President Parsons—I move an amendment to Rule 8 to substitute "recommend" in the place of "forward (in the first line) to their chief consuls, etc." (Rule read.) This is really what is intended.

Mr. Clark—I favor the amendment as at present worded; it is indefinite whether the representative or the chief consul has the power.

Mr. Hazlett—I understand I have the power to appoint anybody I see fit. I have the blank filled, and in each case sign as chief consul, and then send it to the representative for his signature.

The Chair then put the motion, which was carried.

Vice-President Parsons—I move an amendment to Rule 21 to add: "These blanks shall be signed by the members voting." (Rule 21 read.) It seems to me pretty important that this rule should be more clearly defined. The difficulties of this election are now over, and it will be satisfactory that we have no such misunderstandings hereafter, as have occurred in the past; but that the members be supplied with a blank and sign the vote himself.

I would also move that the words, "these blanks shall be filled out" (in the fourth line of the second section) and insert, "each vote shall be signed by the member voting it."

Motion carried.

Vice-President Parsons—I wish to make an amendment on the government of the League. State officers are going to have larger powers, and the League will, to some extent, be run by State Leagues; but at present there is no provision for these State Leagues to have any funds. If some portion of this League's funds were appropriated for the State Leagues, it would be perfectly fair, and leave the League plenty of funds. Half the funds received from any State might be returned to the officers for use in their own



State. This would leave about \$500 a year, quite sufficient to pay the running expenses of the League.

Treasurer Gillman—I certainly like Mr. Parson's idea, but if it was carried out would lead to a close investigation of the membership-roll.

Mr. Lamson—I propose that each member, being also State league member, should pay a fee of \$2, each State having a separate fee for its State members, and I think the State leagues should have a dollar admission fee as well as the League.

Mr. Hazlett—It is a question in my mind whether each State should have any fee separate from the L. A. W. fee, and it seems to me that any little incidental State expenses had better be borne by an extra assessment of the State members.

Mr. Williams—I think there is a danger in collecting separate fees of the stronger organization becoming independent of the League.

Chair—On general principles it may be well enough to return some of the fees to the Middle States without making separate collection; for so far membership with the League has not been much good to them, and they pay the fees more for the honor of belonging to the L. A. W., for all in the West have no other advantages. Many men who pay the dollar can't pay \$25 to come on here. But still I think it is worth a dollar to belong to the League. While an increase in the fee might work well in the East, I know in the Western States it would diminish the membership.

Mr. Clark—I think the success of the L. A. W. depends almost entirely on the State leagues, and it is only just and right they should have a certain portion of the State funds to put in the State treasury. Thus far the State members have never seen what their dollar has gone for, and the League must be blind if they think members will continue it. Mr. Parsons suggests that the present fee be returned. This, as I said, I agree with; but bicyclists don't want any additional expense.

Mr. Marsden—Can the treasury of the League stand the loss of funds?

Treasurer Gillman—That depends on the amount State leagues call back. We have now about \$1,000, and the total expenses this year have been about \$750, having started the year with a balance of \$500 in the treasury.

Mr. Marsden—Do you assist members in case of claims for damages?

Vice-President Parsons—Some of the funds received do now get back to the States, and in some we want to place 100 sign boards, while in others only 10. We do not pay legal expenses, as they are usually too heavy. I do not think the \$2 fee would work, and it would tend to reduce our membership, which is our glory and strength. By spending more on signboards in the different States we should largely increase our roll, as the advertisement would do this, as it does in all other business.

Mr. Pratt—It would be better to have the Finance Committee report on Mr. Parson's suggestion. If the funds of the League were used for legal purposes it would require more than fifty per cent. retained in the treasury.

Vice-President Parsons—What I would suggest that the State league had the right to draw on this League only a certain percentage of the funds contributed.

Mr. Marsden—This would not act very well, for in some States there are only six or seven members, while back East there are a great many, the result that in the West very few signboards would be seen, while in Rhode Island, for instance, there might be one for every mile. It seems to me that the stronger States ought to help the weaker, otherwise there will be too many boards in some States and not enough in others.

Vice-President Parsons—I move that Mr. Wm. R. Pitman be elected a member of the League. For many years he has been trying to get into the League, but the board of officers were bound to refuse him. I have a great feeling of gratitude to him for his lessons, and I now see no reason why he should not be accepted by the League, and feel sure if he is voted in he will prove an acceptable and satisfactory member of the League.

Chair—The board of officers should vote upon him, and I put the motion, That Mr. W. R. Pitman be elected a member of the L. A. W.

Elected unanimously.

Vice-President Parsons—I move that the corresponding secretary be ordered to furnish to THE WHEEL of New York a list of candidates for membership, at the same time as furnished to the official organ of the League, and also special notices of league matters.

Motion put and carried.

Vice-President Parsons—This morning we delayed action regarding election of officers for Pennsylvania, as I expected a telegram from them; but as I have nothing further we may proceed. (Letter was then read from the Philadelphia club of considerable length, stating that they considered the report of the committee unsatisfactory) The vote was in violation of Rule 21. I wrote in answer to this that the Committee on Rights and Privileges had rendered their report on the case and it would be brought before the board of officers. Let me say that these votes were not received until after the nomination and we had finished counting the votes. My letter to Mr. H. A. Blackiston simply said we did not consider this a ballot in the right acceptance of the term, as every blank must be filled out by the voter and returned, which was not done. We acted as a committee only, and as the rule required, and thought each member of the League should have his proper vote; consequently we threw out this vote. Thus the matter is before us by their request.

Mr. Williams moved that the secretary be requested to write the Philadelphia club that the Committee on Rights and Privileges acted in accordance with the rules of the League and their action is confirmed.

Motion carried.

Vice-President Parsons—Mr. Beltz having resigned, I nominate Mr. Harold R. Lewis for chief consul for Pennsylvania.

Motion carried.

Vice-President Parsons—N. E. Montelius is elected, and I move that Mr. Geo. D. Gideon be elected for the other representative.

Motion carried.

Mr. Lamson—There is a question that I have not heard brought forward in the League, and that is legal protection. Early members of the League had it represented to them that the League would protect their rights on the road. We well know the funds of the League will not permit any such expense.

Several plans were mentioned for the formation of local protection associations in connection with the League, but while this was practicable to some extent they would not be likely to succeed, as they would be offering a premium on recklessness.

The Chair thought the only way to really do any good was to form local legal protection associations, such as were already working in Ohio and some other States.

Mr. Lamson—In regard to League signboards, some writing has appeared in the *World* and other papers in reference to an uniform style of board for the League. I would suggest that we have a stencil plate prepared with some such design as I have sketched out (a circle with the initials of the League, with an arrow-head outside the circle to point the direction. Such a stencil would come very cheap for a quantity,

and could be sent to every club desiring them, and could, by obtaining permission from the proper authorities, be used on existing signboards.

Mr. Hill—That is a very practicable suggestion and could be acted on at once. What I have to propose is that it should be agreed to furnish all signboards of a particular pattern, so as to be easily distinguished without dismounting. Such a design would be characteristic and economical.

The matter of signboards was fully discussed, and it was generally admitted it was very desirable to have; but as boards were expensive and difficult to tip, while the stencil could be carried and used wherever there was a board or fence.

Mr. Hill moved that Mr. Lamson's design be adopted by the League as their official design, to be used hereafter by the League.

Motion carried.

Vice-President Parsons—I move that Mr. Lamson be authorized to procure or have made 100 stencils for distribution to the League consuls through the corresponding secretary.

Motion carried.

Vice-President—Mr. President, there was a question the treasurer asked this morning. He wished for instructions on the matter of raising interest on the League funds, and I think if he needs instructions that we had better give them to him.

Treasurer Gillman—The sum total of my remarks on the subject was that last year we received \$12.92 as interest. It is not a very large sum to be sure, but yet it will help to buy a die for the stencil plate—and this year I should like to see a little from interest, so as to make the report look a little better. I am willing to take the fund and give you six per cent. for the use of the money, if you like to trust me, or it can be deposited with any savings bank at four per cent.

Mr. Lamson—Mr. President, while none of us feel any objection to loaning the money or to getting 6 per cent. for it, yet I think it would hardly be advisable for us to loan it to any private concern, but that it would be preferable to have it go into a savings bank rather than into private hands.

Mr. Hazlett—I think it would be well to place it in a savings bank and for greater security divide the deposit among two or more banks.

Vice-President Parsons—It seems to me it would be a bad precedent to place the funds in private hands. I move that the treasurer be instructed to place the funds in some savings bank to an amount not exceeding \$500 in any one bank.

Treasurer—Mr. Parsons might continue his motion by adding, "and that he deposit two-thirds of the funds in his possession." This would leave about \$300 subject to check.

Chair—If that will be enough to pay for the note-books and circulars it would be well to do so. But you will require to always have some ready to draw upon by check, and if you get low you can renew your deposits at the Nashua bank.

Vice-President Parsons—I move that the treasurer be authorized to deposit two-thirds of the funds on hand in any savings bank, no amount to exceed \$500 at any one bank.

Motion carried.

#### ROUTE SLIPS.

Mr. Hazlett—I state for the information of the chief consuls and representatives here for the first time, probably, that the secretary has not sent away all the route slips. They were drawn with great care, and printed and placed in the hands of the corresponding secretary, but I don't think any effort was made to forward them to the different consuls, and now we have almost an entirely new set of officers, it would be well



for the chairman of the meeting to call your attention to the subject.

Chairman—Why should not some one in the league who is willing, take this on his hands, and be the committee for distribution?

Mr. Hazlett—I think it will be well to have a motion "that the corresponding secretary be instructed to send to each consul and representative, a copy of the route slips."

No action taken.

#### CONSULAR CERTIFICATES.

Vice-President Parsons—I would like to hear a question on consular certificates, as they should be kept on hand.

Mr. Hazlett—Sometime ago I wrote to the corresponding secretary for some and he sent me half a dozen of the old last year's certificates. The secretary should furnish fresh ones with a complete list of the chief consuls.

Chairman—It would be well to have the executive officers and also the name of the racing board printed on the back of the certificate.

Vice-President Parsons—I move "that the corresponding secretary be instructed to furnish each chief consul with a blank consular certificate at once, and that the rule regarding consuls, the names of the executive officers and of the racing board, be printed on the back of the certificate."

Dr. Coleman—Of whom does the board of officers consist?

Vice-President Parsons—All consuls and representatives and members of the executive board are members of the board of officers.

#### TRANSPORTATION OF BICYCLES.

Mr. Clark—I should like to hear what the members of the league know on the matter of the railroad tariff on bicycles. I have looked into it slightly. The Boston & Albany charge fifty cents for carrying a bicycle a few miles, while a passenger fare would be only ten cents.

Chairman—In Ohio on the Pan Handle road and its connections we are charged nothing at all when we pay our fare we get a permit, though it is customary to give the station-master a quarter of a dollar.

Mr. Hazlett—On the Easton railroad they charge a cent a mile, or anything that comes into their heads.

Mr. Hill—I came from Swamscott and paid no charge.

Dr. Coleman—When I take my bicycle on the cars I can always get it transported free by explaining the circumstances and signing a release to the company in case of damage. I have ridden back and fourth, east and west, and never paid one cent for transportation of my bicycle. (Applause.)

Mr. Lamson—I understand that the Grand Trunk of Canada have given permission for bicycles to pass free. I think the matter lies with the baggage agents, and that if some member of the league, as its representative, would put the matter before the railroad authorities in its right light, bicycles would be allowed to go free.

Dr. Coleman—I think the railroad companies would not have charged if wheelmen had not compelled them to pay damages and holding them responsible.

Mr. J. Philbrick—Mr. President, I was in hopes that coming here I should have something to do, as when I left home I thought Mr. Parsons would not be here. I find he was, and he has done the work and left me nothing to do.

As regards the carrying of bicycles I am so well known on my line that I am frequently asked whether I am carrying my own wheel or am I taking it to market. For my part I would rather pay the baggage man a quarter than explain. I believe that railroad companies never would have charged had the bicyclers not held them responsible first.

What I wish to mention is that it seems to me we have had a very great falling off in members during the past year. We have fallen off from 3,000, or thereabouts, to 1,400. I think there should be something done to show to the wheelmen that the L. A. W. is of some benefit to its members, and unless you can show to your members that it is a benefit the membership will greatly drop off. I could not help thinking of this to-night. Our members are practical men, and I think three-fourths, I could say nine-tenths, of the members of the L. A. W. believe that if they were run into that the league would protect them. This has been the one prop keeping them to the league, and now this prop is taken from under, if what has been said should be reported. What can I expect if some other prop is not put in its place, but that they will cease paying when they find they get nothing for their money. We can tell them the L. A. W. is going to furnish sign-boards, or, at least, stencil plates, which is something, but I shall be sorry to tell any member that the league does not protect him. That we may not lose our members, if we cannot protect them, let us give them something, if we give them nothing we shall not keep them. (Applause.)

#### ANNUAL MEETINGS.

Chairman—One thing has occurred to me that we should consider the time for our annual meeting and election. It seems to me that the end of the month is not the best time for us. Many members of the league are employees of railroad companies, and being the end of a quarter are generally winding up the three months business, and I think the day would be better changed to an earlier part of the month.

Vice-President Parsons—That day was originally fixed because it is Decoration Day, and members are more at liberty.

Chairman—Which reminds me that the Grand Army of the Republic is a great organization now. I am not initiated yet, but expect to be, and as many of our members are also members of the G. A. R., and would like to be with their regiments on the 30th of May.

Mr. Hazlett—There is no other holiday we could have in the spring.

Mr. Lamson—Cannot we come to some point of action in relation to rates. Why cannot we

instruct chief consuls to work for a different tariff?

Mr. Philbrick—I would suggest that some competition be arranged between the different railroad companies.

Mr. Lamson—I move "that the chief consuls be instructed to confer with the proper railroad authorities as to a special uniform tariff on bicycles."

Dr. Coleman—I move an amendment that the president shall appoint a committee for the purpose, and take his time over it.

Mr. Pratt—I move "that the president be requested to appoint a committee of three who shall investigate the subject of bicycles on passenger trains."

Dr. Coleman I think men of experience and of influence in railroad centres should be selected.

After an informal discussion, Mr. Pratt moved "that the president appoint a committee of three from the general membership of the league to investigate the matter of the transportation of bicycles in passenger trains, and to take action towards securing the most favorable rates."

The motion was carried.

On the motion of Vice-President Parsons, the meeting was adjourned.

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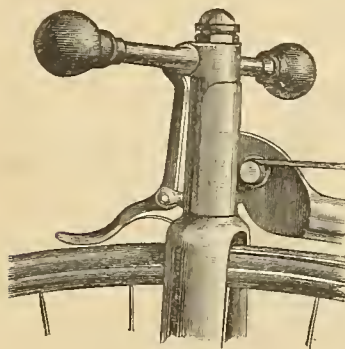
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The "Cheylesmore" Tricycle.

Nickel Plating, Painting and Repairing.