

THE WHEEL.

A Journal of Bicycling.

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PICKINGS AND STEALINGS

Renew your subscriptions.

The Polo Grounds have a very fast track.

The American record for two miles has again been lowered to 6m. 8 1-2s.

We understand that there will be another meet on election day.

Probably the Committee of Arrangements will furnish us with the necessary information in time for our next issue.

A fine place for a photograph would be "Mount Tom" which can be reached without trespassing on the Riverside Drive.

The League business meeting was well attended, but the time allowed was too short, or the amount of business too large, as things were rather rushed.

The League have adopted however a sensible badge, and one that no member should be ashamed of.

The Rochester Bi. Club. held their annual five mile race for club medal on the Rochester Driving Park, which was won by Chas. A. Smith in 18m. 36s.

Brother Lamson is of an inventive turn of mind, and in addition to the L. A. W. badge, has constructed an ingenious arrangement for carrying a coat, which our Boston correspondent mentioned, only he credited it to a Mr. Lawrence.

The sight of an amateur, a member of a prominent club, and of the League, acting the part of a professional jockey is certainly not a pleasing one. If amateurs can not act as gentlemen on the racing path, it is time they were ruled off.

What does the report that 681 members of the League have not renewed their membership mean? Does it show a falling off in interest in its affairs, or does it indicate that it is not worth supporting? Give it another year gentlemen and pay up your dues.

Somebody remarked at the meeting that many bicyclers did not know the proper course to take to join the League. That many did not know of an "official organ" or a bicycling publication. This course of events will always continue until an "official circular" similar to that of the Bicycling Touring Club, shall be sent to every member FREE. Then a race or business meeting can be liberally advertised, (which ought to have been done in the past case,) the names of new members will be seen by every member of the League, instead of the three or four hundred who have the good fortune to subscribe to the *Bicycling World*, and the knowledge that a League really existed would be spread in all corners of this land.

Such a circular would be almost self supporting. There are few of our dealers who would not avail themselves of the opportunity of placing their advertisements in such a medium. The experiment is worth trying and the League is large enough and old enough to support such a publication.

The prize for the best essay has been awarded to Mr. C. E. Hawley, of Binghamton, N. Y.; and the prize for the best series of sketches to Mr. C. W. Reed, of 28 School street, Boston, Mass. The essay of Edward H. Barnard, of Watertown, Mass.,

is mentioned with praise by the judges, as are also the sketches of Charles J. Howard, Manhattan Bi. C., New York; Edward G. Palmer, Providence, R. I., and Harley D. Nichols, Milwaukee, Wis.

There will be a mile bicycle race in heats at Waverley, N. J., on Saturday, October 15th, at four P. M. The management offer four prizes: 1st prize, gold bicycle pin; 2d prize, silver bicycle pin; 3d prize, Excelsior cyclometer or bugle; 4th prize, lantern. No entrance fee. Entries close Friday, October 14th and should be sent to Benj. Haines, 1259 Waverly Place, Elizabeth, N. J. On the same afternoon there will be a college lacrosse match between teams from Princeton, New York University and Columbia College, for a set of silk flags. Train leaves at 2:30 P. M. via Pennsylvania R. R. The games will probably be sanctioned by the N. A. A. A. and should have many entries.

WHEEL RACES

LEAGUE OF AMERICAN WHEELMEN.

OCT. 6.—About seventy-five wheelmen and two hundred spectators assembled at the polo grounds to witness the first annual race meeting of the L. A. W. The day was perfect, and with the exception of a slight wind was all that could be desired. The track was in fine condition and had been rolled hard for the occasion. The officers of the day were: Referee, Charles E. Pratt, Boston Bi. Club; Judges, E. W. Pope, Massachusetts Bi. Club; Edward Pratt, Worcester Bi. Club; S. A. Marsden, New Haven Bi. Club; Fred. Bruner, Manhattan Bi. Club; Wm. M. Wright, Mercury Bi. Club; W. F. Gullen, Brooklyn Bi. Club. Time Keepers, Edwin J. Adams, New York Bi. Club; Charles W. Minor, Manhattan Bi. Club; J. Frank Burrell, Manhattan Bi. Club. Starter, C. K. Munroe, New York Bi. Club. Marshals, F. G. Bourne; Manhattan Bi. Club; R. R. Haydock, New York Bi. Club; Clerk of the Course, S. T. Clark of Baltimore.

Two Mile Scratch.—Championship of America. Open to all amateurs. Out of an entry of five, Messrs. Wm. Smith, Bristol Bi. Club, England; L. H. Johnson, Essex Bi. Club, and Wm. M. Woodside, Manhattan Bi. Club, came to the scratch. Woodside lead through the first mile, closely followed by Smith and Johnson. On the fourth lap Smith put on a spurt and rushed passed Woodside, and was never headed, crossing the line in 6m. 35 1-4s. Johnson secured second place.

One Mile Handicap.—Open to L. A. W. members only. The entries were A. H. Llewellyn Winter, Hyperion Bi. Club, England, scratch; C. K. Monroe, New York Bi. Club, 80 yards; Fred. Jenkins, Manhattan Bi. Club, 100 yards. Owing to an accident Mr. Winter did not start. Jenkins retained his lead and won by about 50 yds. in 3m. 31 3-4s.

Five Mile Race.—Scratch. Open to L. A. W. members only. J. S. Dean, Boston Bi. Club; G. E. Alden, Mass. Bi. Club; and Wm. M. Woodside, Manhattan Bi. Club, were the starters. Dean took the lead, followed by Alden and Woodside in the order named. Woodside, in the third mile, spurted and ran ahead, leaving Dean and Alden to finish the race as they pleased. Alden merely riding an easy pace for third Medal. Time 19m. 30 1-2s.

Three-Quarter Mile Ride and Run Race.—Monroe and Jenkins contested in this novel style of race, which consisted in running half a lap, and riding in. Munroe, who had the pole, started off at a brisk pace and reached the riding point almost a dozen yards ahead of Jenkins, who made up the distance at the end of the first lap. The second run, the positions were reversed, and the race was won by Jenkins in 3m. 12s.

One Mile, Championship of the League.—Open to L. A. W. members only. This was the best race of the day, and was contested by Wm. M. Woodside, Manhattan Bi. Club; Joseph Lafon, Manhattan Bi. Club; L. H. Johnson, Essex Bi. Club; Lewis T. Frye, Marlboro Bi. Club. Frye took the lead, and cut out a tremendous pace followed by Johnson and Lafon. The latter began his "jockeying" by rushing in front of Woodside, compelling the latter to slow up. Frye rode very steadily and

increased his lead over fifty yards, Johnson holding second place, and Lafon third, until the last lap, when Woodside, who in spite of his many races, spurred past Lafon, and a very pretty struggle ensued for second place, resulting in a victory for the Manhattan man by almost five feet. Lafon rode in as the crowd were congratulating Frye, which they did in a handsome manner. Johnson and Woodside rode "Humber" machines, both 57 in., Frye, Lafon and Dean, the "Yale" racer. Jenkins, a 53 in. "Rudge" and a 50 in. "Harvard," and Munroe, a 52 in. "Challenge" and 50 in. "Special Columbia."

Unfortunately the day selected was the one which the National Guard had appointed for its parade, and the attendance was small. We should like to see more interest taken in the races, especially in the entries which were very meagre. The medals were of handsome design, and gave universal satisfaction. The tricycle race was won by G. W. Fowler, of New Haven, who raced Kingman W. Putnam, on an "American Roadster" Tricycle. Time, 5m. 20 1-2s.

BROCKTON.—The first race was for prizes valued at \$60, \$45 \$20, two miles, best 2 in 3. Summary:

W. W. Stall, Boston Club, 1 1; E. F. Carpenter, Columbia Club, 2 2; J. W. Wattles, Canton, 3 3. The one mile race, for medals valued at \$50, \$30, and \$15, resulted as follows: G. E. Frye, Marlboro, 1 1; B. F. Blackington, Columbia club, 2 2; A. F. Rivard, Waltham club, 3 3. The half-mile race, for prizes valued at \$40, \$25 and \$15, resulted: A. P. Curtis, 1 1; E. E. Blackington, 3 2; E. G. Morse, Crescent club, 2 3.

The time is not worth giving, as the wind was blowing almost a hurricane and when facing it the men were brought nearly to a standstill. In the two mile race it was a complete walk over for Stall. After getting his lead he would come coasting down the home stretch before the wind.

The one mile race was a magnificent contest from end to end most of the time a blanket would have covered the men. The three leaders crossed the finish barely two seconds apart. The half-mile race was also close, especially on the last heat for second place. Blackington getting there a foot ahead of Morse, just after crossing Blackington fell and I am sorry to say fractured his arm badly. Thanks are due the Brockton club for their generous hospitality to the visiting wheelmen.

RICHMOND.

SEPTEMBER 22d.—Butler county Fair offered 3 prizes for a half mile race. C. G. Ormsly, Chas. Beltz, F. T. Hoover and T. L. Owen—all of Pittsburg, contested. F. T. Hoover took the lead, followed by the others in a bunch. At the quarter, Hoover was safe ahead, Beltz and Owen fighting for second, while Ormsby's 56 in. Wheel—which is to big for him—rolled calmly along in the rear.

In the second heat Ormsby dropped out, and the men came in in the same order as at first, viz: Hoover, Beltz and Owen, the former making the half mile in the credible time of 1:43.

SEPTEMBER 16.—At the County Fair Grounds, New Castle, Pa., F. T. Hoover, of Pittsburg, won a mile race in 4:18, over several local celebrities.

OCTOBER 8.—Visitors to the American Athletic Club games at the Polo Grounds, yesterday, witnessed the finest bicycle race that has yet taken place in this country. Smith, Reed and Stearns rode magnificently, Smith and Reed beating, and Stearns being only 5 1-2 seconds behind the record for two miles, 6:27, made by W. Clark at the American Institute. The following started: W. Smith, Bristol Bi. Club, England, scratch; C. A. Reed, New York, A. C., scratch; Louis Stearns, Lenox Bi. Club, 25 sec.; H. G. Cortis, Brooklyn, 30 sec.; W. H. Austin, Kings Co. Wheelmen, 30 sec.; G. F. Fisk, Kings Co. Wheelmen, 30 sec., and J. M. Austin, 35 sec. Cortis took the lead before 100 yards had been traversed by the long start men, which he was deprived of at the grand stand by Fisk, Austin lying third. In the third lap Stearns took third, and in the fourth lap, first position, Smith and Reed rapidly closing up. Finishing the fifth lap, Smith spurred and passed all his men but Stearns. A splendid race ensued between Smith and Stearns; Smith winning amidst enthusiastic applause by two feet, Reed third. Time 6m. 8 1-2s., thus beating the American record 18 1-2s. Reed's time 6m. 20 1-2. Smith is a young man of about

20 summers, stands 5 feet 4 inches in height, and weighs 155 pounds.—*Courier*.

WILLIAMSBURGH, October 1.—*Three Mile Bicycle Handicap*.—A. B. Rich, N. Y. Bi. C., 1m., 12m., 13 3-8s.; W. H. Austin, W. A. C., 30 s. 2, by 250 yards; E. F. Fiske, W. A. C. 30s. 3, by 4 feet; W. R. Pitman, N. Y. City scratch, 0; J. M. Austin, Brooklyn, 45s., stopped at two miles. Rich had too much allowance and could have won from scratch. Austin and Fiske's 30s. just gave them one lap lead of Pitman, who should have been on their mark, and the three had a fine race, each leading in turn until entering the last half mile when Pitman weakened. The others went on, and after a hard struggle, Austin succeeded in finishing part of his wheel in front of his club-mate.

SYRACUSE, N. Y., Sep't 22.—At the Onondaga County Fair held here there were in addition to the other attractions the following bicycle races: The first, a half mile race, for two gold medals offered by the Agricultural Society, valued respectively at \$30 and \$15 was ridden by A. M. Olmsted, S. B. C. Geo. C. Palmer, Martin Hall, and Geo. C. McChesney, they being the only starters out of nine entries. Olmsted won in two heats, the time of each heat being 1m. 47s; Hall taking second. The second, a half-mile dash for a "King of Road" hub lamp, presented by H. R. Olmsted & Son, bicycle dealers was easily won by Will. C. Brown, in 1m. 56 1-4s., he winning over Palmer, McChesney and D. C. Geve. The races were conducted by the officers of the Syracuse Bi. Club, and were ridden on a very soft and rough driving track. C. A. P.

STENTON, October 8th.—A very pretty three mile race was contested by Geo. D. Gideon, Germantown Bi. Club; W. P. Field, Princeton College, and A. G. Powell, Germantown Bi. Club, on the grounds of the Young America Cricket Club. The 3 1-2 lap track though narrow and sharp at the turns, was in fine condition, and well suited for bicycling. Powell took the lead, followed by Field with Gideon last. This order was kept up through the first mile. In the second mile, Gideon spurred and took second place, and at the commencement of the third passed Powell and increased his lead to twenty yards, crossing the line in the excellent time of 10m, 23s. On the last lap Field spurred and passed Powell, thereby securing second place, Time, 10m. 33s.

ATTLEBORO, Oct. 6, 1881.—A large crowd was on the fair ground this forenoon to witness the bicycle races. About 60 wheelmen were present from various parts of New England. When the judges called for the half mile race no one responded, and it was soon noised about that there was trouble. W. W. Stall, of Boston, said they paid admission to the grounds, and if they entered for races it would make them professional riders. The fair committee refused to refund the money, therefore no races took place, and the disappointed crowd gave vent to its feelings in hisses and shouts.—*Country Paper*.

The reason which is supposed to come from Stall, of course was never given, but it is as close as as these reports by non-bicyclers usually come.

THE PROFESSIONAL CHAMPIONSHIP.

Editor of THE WHEEL:

As it has been stated to me, that my not having signed the various challenges I have issued in the daily and weekly news papers is the reason they have not been accepted I shall be glad if you will allow me through the medium of your columns to say;

I hereby challenge any professional bicycle rider in the country to race me from scratch, from one to five miles, for from one hundred to five hundred dollars a side, and the professional championship of America. I prefer that the race shall take place on some open air track in or near Boston; but would not object to a meeting elsewhere, providing a satisfactory track can be secured. I am prepared to at once cover any deposit of not less than one hundred dollars, which may be placed in the hands of the editor of THE WHEEL, and I hereby give notice that I claim the title of Champion of America, and will defend the same against all comers. Yours respectfully,

JOHN S. PRINCE.

THE WHEEL.

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JULIUS WILCOX - - - - - *Associate Editor.*

75 Fulton Street, New York.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, October 12, 1881.

A FRIENDLY ALLIANCE.

The Park case is settled in Philadelphia: in New York, it appears to be on the shelf among the rubbish. We must have it taken down and settled right, of course, and shall; but, after all, it is only a minor matter, worth contending for because of the principle rather than for the substance to be won in it for the cause of the wheel.

As no member in the whole class of selfish bicycle hating horse-users will see this article, it is safe to indulge in saying that, as we all know, the impulse of human nature, when they misbehave to the wheel in public or denounce it as a nuisance, is to hit them over the head, figuratively as well as literally, for their abominable hoggrishness; but their hoggrishness is owl blindness as well. So let us try to avoid hitting back, and, instead, use every endeavor and opportunity to make them ashamed of themselves by reasoning on the matter. No driver of a horse will pretend that he actually wants the room we occupy in the highway, that is, that he wants to be where we are at the exact time we are there. Hence the only possible reason he could give is that we get in his way or are there, or that we frighten horses. Now everybody who has seen a bicycle even once and has watched it for a moment knows that, whatever, else be said about it, there is nothing else in the world so easily guided—it equals, if it does not excel, the pedestrian himself in this respect. So the only wheelman who ever gets in a horse's way, by his own fault, is the incompetent or careless one whom we will all join in putting down; let the horse-user discriminate and we will join with him in putting a stop to all misuse of the wheel. As for being in his way, if he can't go by us (when we are not making time, of course), it is equivalent to saying that he can't guide a horse; as no driver will take a position that convicts him that way, we have got him where he is tender as to that score.

As to that scaring business, put it squarely home to the man's independence, and show him that he is pleading the baby act, as he really is. What man that can go alone would carry a gun around under his arm and not know at which end it shoots? Show these complaining people that they are really accusing themselves of being incapacitated to handle a horse. Convince them that no manly man—that is, none with any grit and pluck in him—will consent to own a horse which he can't master.

If this view of the case, which has probably never occurred to many of the bicycle haters, were pushed home to them keenly, their own common sense would turn against them and many of them would give over their folly. Furthermore, they need to understand that they and we have interests in common, in the matter of roads. The man who has fancy horses wants them to go fast; the man who has draught and jog horses wants them to go easily; the horse himself really knows that we are his friends in this matter. The horse-user can rub along without good roads—we can't; but we are all interested in them, and there is a world of work yet to be done in this country to get them.

There is nothing antagonistic between horse and bicycle—but just the contrary. If the user of horses becomes convinced that the steel horse is the better and takes to that instead, surely he gets no harm; if he prefers his four-spoked wheel he will stick to it. The steel horse is the best road-maker that could come, and as such is an almost unspeakable boon to any country. As the horse does the work, and Balaam's experience—the animal then, by no means the ass he has been written down as being, opened his mouth and spoke in complaint of the abominable road—seems not to be modern (more's the pity) men jog along and never know that there are good roads as well as bad ones. The bicycle quickly teaches the degrees and kinds in roads, and it would be a most blessed thing if every able-bodied man and boy were only compelled to mount and ride it long enough to learn experimentally the difference between soft roads, hard roads, stony roads, and good roads.

Hence the steel innovation is a good friend to the horse and his owner. Except bad roads, there is nothing to prevent at least half a million bicycles and tricycles from coming into permanent use in this country. If there were now fifty thousand, they would have an appreciable influence on road-making, but the modest number that are in use are working in the same direction. Would that every spoke they count could become a full grown wheel, with a full grown, manly rider on it! But we must give it time. Meanwhile, why on earth should not a friendly alliance be formed forthwith between the bicyclist and the horse-user, for a common purpose, as they demonstrably have a common interest?

Why not, indeed? If nobody can answer why not, let us "go in," as they say in our wheel-mother country, England, and see if we can't start the matter rolling.

J. W.

SOME BOSTON BEANS.

The imported hill climbing mania has asserted itself here in a mild form, so mild and gentle, that I am of the opinion that the cases so far developed are only sporadic and that the threatened danger of an epidemic is averted. The hill selected for the initial (and I think final) performance, was very long, and but one or two removes from the perpendicular, [Isn't that statement like the hill, a trifle too steep?—ED.] as well as being soft and treacherous in spots, so you will readily appreciate the aspiring and perspiring contestants did *not* reach the top on their wheels. Seriously however, two of the gentlemen made exceedingly creditable attempts and succeeded in covering a little over half the distance.

As Billy Bernhardt flew past to get headway he was heard to warble in his most mellifluous tones the first stanza of the following ditty. The other ten verses were suggested by his first and will commend themselves for their touching tenderness and sparkling wit.

THE DITTY.

I'm a climber of hills, young man,
 I'm a taker of headers, young man,
 I'm a pusher of pedals, a winner of medals,
 I'm a "Pikes Peak" or *bust*, young man.

[Being an active member of the societies for the suppression of cruelty to animals, and children, I must flatly refuse to produce the "other ten verses," and so, notwithstanding the asserted "touching t." and "sparkling w.;" I am constrained to consign this production of our usually lucid correspondent to the w. b. With such twaddle I have no "Patience."—ED.]

You will note that B. B. did not (as he poetically paraphrases it), reach "Pikes Peak" and though the awful alternative was not literally realized, it was evident that he looked on the honors that might accrue from hill climbing to be mere vaporous nothings. I could write at length of the valorous attempt (and failure), and even graceful evolutions of Louis, on this occasion, but I *wont*.

I could expatiate at length of how Capt. Pope, Dr. Baker, Mr. Shillaber and a host of others came to grief a "very little" way up; of how Jay E. Alden and lots of others did not aspire and consequently did not come to grief, but from all these thrilling particulars I mercifully refrain.

The Boston clubs generally feel agrieved that business engagements have debarred Mr. Stall from representing this city and the Boston club in particular, in New York on the 6th. We wanted that championship diamond medal here, and we are all sorry that circumstances put an absolute veto on our ambitions. Both the "Massachusetts" and "Boston's" will be, however, worthily represented and some of the prizes will have to come here.

Capt. Hodges has returned from Maine well tanned and very speckled, he says that it was the black flies. He returns to the circle of his family rounder and racier than ever.

Mr. Aldrich, of the Oakland, Cal., Club paid the Hub a flying visit this last week, he sampled our roads, and as he had never been East before, he allowed that the sample tested were some better than California roads.

Did you notice the cut that the time received, at the "Boston" 20 mile championship race, a week ago? and the most gratifying feature of all was to see the splendid form in which the men finished, this was notably so in Mr. Dean's case, though considering the fact that Stall finished one lap ahead of Dean, he did not ride as though he was much pushed. As the special medal offered was for all who covered the distance in 1h. 30m. or less, the three men who finished are happy.

I hear that the return to mile team race between the "Massachusetts" and "Bostons" is to be contested a week from next Saturday. The Boston men are looking with trepidation on Mr. Shillaber, the coming man of the Massachusetts, as it is understood that he has been carefully training under what is known here as the acid phosphate method. I cannot close without mentioning that, there is a growing uneasiness among the friends of Mr. L—s H—n, from the fact that he has lately and suddenly developed an abnormal church-going tendency. You who know the gentleman will readily understand the alarm that this apparent evidence of mental aberration, has caused. I have made strenuous efforts to fathom the mystery but without much success. I gather some comfort and assurance that the case is not quite hopeless from the fragmentary conversation I overhear among the boys and which gives the clue to what I trust may be the solution to what appears to the casual observer a hopeless case. I opine that this is the true key and that one and all of his now anxious friends can shout the pean "eureka," alas? that is all. He has these attacks often and they are accounted not dangerous.

HANDY ANDY.

FROM THE CLUBS

[Secretaries of clubs are invited to contribute to this column any items of general information and interest, and to send in their reports as early as possible to insure proper classification.]

HARTFORD.—Nutmeg Bicycle Club.—This Club which was organized one year ago in Hartford, Conn., has just lost several o

its best members in the removal of the Chinese Educational Mission from this country. It is probably one of the youngest clubs in the country, as the average age of the active membership is only 15 years. The members at present are J. A. Smith, C. S. Griswold, W. E. Porter, F. M. Smith, O. E. Smith, W. H. Wong, J. W. Morrell, Geo. H. Gilman, W. M. Miller, Jr., D. S. Morrell and G. W. Smith, secretary.

SEC.



MEMBERSHIP.

The following applications for B. T. C. Membership have been received by the C. C., and by him, under date of 5th Oct. 1881, forwarded for the action of the Executive.

Geo. H. Waters, M. Bi. C., Mass. Eye and Ear Infirmary, Boston, Mass.; Willis Farrington, B. Bi. C., Lowell, Mass.; Richard Garvey, Pres't M. Bi. C., St. Louis, Mo.

APPOINTMENT.

Clymer Whyte, of Baltimore, Md., 5 Oct. 1881, as full Consul for Baltimore.

ENGLISH NOTES.

Things are pretty quiet just now, the racing season is about drawing to a close, the social season will soon start. Meanwhile one has time to get the necessary amount of strength up, to go through the awful amount of club dinners, balls, concerts, social evenings, smoking concerts, debates, etc., *ad lib*. They will soon be upon us in full force. The Temple B. C. leading the van by a "social" on October 13th, at Anderson's Hotel, London.

This season has brought out one good racer, I refer to W. E. Milner, who jumped down to scratch in no time. In the mile handicap on August 27th, at Stamford Bridge, from scratch he accomplished the distance in 2m. 49 2-5s., but only gained second prize.

I occasionally see remarks about the American "Star" bicycle. I don't know whether you folks over the herring pond, call it a "safety" bicycle! I should n't, but as I have not tried it, you must put my prejudice down as "British dislike of anything Yank." However, after a lot of press worrying and chaff, a match was made between two rival English "safeties," the "Facile" and the "Star and Planet." The race was on the road, 25 miles, and 40 inch machines were ridden by each competitor. Mr. W. Alexander, on the "Sun and Planet," went off at a fast rate, as the word "go" was given, and at about 13 miles he had gained a lead of about 500 yards from Mr. Boothroyd, on the "Facile." But gradually the latter now closed up, and at 20 miles was level. A tight race ensued for about a quarter of a mile, then the "Facile" went clean away and finished the distance in 1h. 58m. 5s., a very good time for for such small wheels.

Our champion at all distances, Lacy Hillier, has retired from the path, and it is stated that Liles, of the Temple Bi. C., about the man on the track, now that Hillier and Cortis off, is stated to have announced his intention of resigning from his club, on account of their action on the amateur question.

A Hill riding competition took place on Aug. 27th at Muswell Hill, near London. The Hill is about 850 yards long, and the average gradient is about 1 in 12. One stiff bit is 300 yards, being 1 in 8. Out of 63 entries, 45 started and 19 managed to get to the top. This number has caused surprise, as no one expected more than about 6 to do it. The best man at it seemed to be F. H. Taylor, of the West Kent B. C., who rode up very fast and straight.

A grand championship race took place in Holland, a short while ago, and was won by an Englishman named Barrow, a veritable wheelbarrow in fact. The Dutch must have been great duffers, as Barrow could hardly have won an ordinary handicap from the limit.

A personage, the pride of the B. T. C., and about the best known rider in the United Kingdom, well known to Capt. Weston, London W., and the others of the American party, is to be married to-morrow, I believe (Sept. 21st), "by jove," is going to the English and Scotch lakes for his honeymoon. To show the interest he takes in, and the work he will do for bicycling, I only need mention that on Thursday, Sept. 22d, the day after his marriage, he will preside at the Lake District Meet, at Keswick. Now, how many men would do that, the first day of the honeymoon; long with Mr. and Mrs. C. B. W.

WOLL. (L. A. W.)

BUSINESS MEETING L. A. W.

The following officers and directors assembled at the Metropolitan Hotel on Thursday evening, October 6, at 8 P. M.: President, Chas. E. Pratt, Secretary Putnam, Rec. Secretary S. T. Clark, Treasurer Dillwyn Wistar, and directors Lamson, Waring, Ely, Pratt, Fergusson, Whyte, Johnson, Smillie, Gullen, Marsden, and Hazlett. Mr. Gilman, Editor *Bicycling World*, Messrs. Dean, Foster, Winter, Blakiston, Brown, Neergaard and Jenkins, were also in attendance. On motion of the chair the gentlemen who were not officers of the League were invited to remain in the room.

The President called upon Mr. Dean, who represented the consuls. Mr. Dean stated that at the meeting held last May, it was voted to ask the directors certain questions in regard to the tariff, and to give the consuls some basis to work on.

The president then brought up the question of a league badge and stated that it was his desire, as well as probably the majority of league members, that it be changed to something small, that would not be conspicuous, but at the same time readily recognized by members of the L. A. W. Mr. Pratt then spoke of the pin he had worn, which was manufactured by Mr. Lamson of Portland. It is a very neat, handsome and appropriate badge and will probably be approved of by those who care to wear an outward visible sign.



THE NEW LEAGUE BADGE.

The present league badge as adopted consists of a small gold suspension wheel, with three gold wings and the letters L. A. W. fastened to the outside of the wheel. In the center is a small stone or diamond. The badge will probably cost from \$2.00 upward, to suit the taste of the wearer.

Mr. Putnam raised the question as to returning the present badges. The chair thought that no member could demand his deposit, in resigning, but that the League only had the right to demand the badge in case the member was expelled.

Sec. Clark then read the minutes of the last meeting, which were approved with a few slight corrections.

The Committee on Membership reported that since May 30th, they had passed upon 451 names, and that there were now 2103 names on the roll. Two names had been protested, and as the two weeks following the publication in the *Biz. World*, had not expired it was referred to the Committee on Membership, with instructions to report at the next meeting. Mr. C. K. Munroe then tendered his resignation as a member of the Committee on Membership which was accepted.

Mr. S. T. Clark, as chairman of the Committee on Rules and Regulations, had nothing to report.

Mr. Wistar, treasurer of the League, made an informal report, stating that the receipt from dues amounted to \$804.00; new members, \$258.50; badges, \$320.00, and that the expenses were

in all \$643.30. About 209 badges had been issued, not counting 51 that had not been distributed by Mr. Parsons. There were still 681 members who had not renewed their dues for 1881.

The Commander then reported that the League Race Meeting was not a financial success. The medals had cost \$275.00, alone, and the other expenses of bill posting, etc., amounted to another \$100.00. The gate receipts were \$80.00. He regretted that so little interest had been manifested by racing men, and hoped that in future the League race meetings would be better attended.

Mr. K. N. Putnam then submitted the Hand-book for approval which was formally adopted.

Mr. Putnam moved that a committee of three be appointed to regulate the duties of consuls and to furnish them with specific instructions in regard to securing hotel rates, posting dangerous roads and other duties of consuls. The chair appointed Messrs. Hazlett, Hodges, and Waring.

Mr. Pratt then requested Mr. A. H. Llewellyn, Winter, to explain the workings of the Bicycle Touring Club, which that gentleman did, setting forth the difficulties of a tariff for all hotels to follow, and suggested that a uniform discount be requested.

Mr. Munroe suggested that a directorship be established in England, for the benefit of resident L. A. W. members, and to aid those who should tour abroad.

The chair then appointed Mr. A. H. Llewellyn Winter, of the Hyperion Bicycle Club, as director, and Mr. Winter was invited to take his place in the meeting.

Mr. Marsden of the Committee of Rights and Privileges awoke in time to report the case of the Cincinnati wheelmen in being ruled off the highway. Also the case of Mr. Joslin of Newburg and that of Mr. How in Providence.

The president then reported the case of Central Park, and stated that over \$2,000 had been spent upon it and that it would cost considerable more to put it through, but hoped that a decision would be reached sometime this month.

A committee consisting of Messrs. Johnson, White and Ely, was then appointed to regulate the racing rules of the League, and to take some action in regard to the attitude of the N. A. A. A. in excluding members from their games. The committee were to report to the president and the matter submitted to the directors by mail vote. The committee were also instructed to prepare certain road rules to be followed by L. A. W. members.

As there has been some misunderstanding in regard to the rule in reference to what constitutes an amateur, it was decided that Rules 24 and 25 be printed and distributed to all new bicyclers. The following are the rules defining amateurs:

RULE 24. An Amateur is a person who has never competed in an open competition, or for a stake, or for public money, or for gate money, or under a false name; or with a professional for a prize or where gate money is charged; nor has ever personally taught or pursued Bicycling, or other athletic exercises, as a means of livelihood.

RULE 25. No person shall be disqualified under the preceding rule on account of being, or of having been, a member of a firm, or an officer or stockholder of a corporation, carrying on any business connected with Bicycling, or on account of carrying on or being connected with, any agency, or riding school, or other branch of business related to Bicycling, provided he be not otherwise objectionable under said rule.

The resignation of the Capitol and Arlington clubs from the League was discussed and referred to the Committee on Membership with power to act.

Treasurer Wistar moved that the date for the payment of dues be changed to October 1st, and that ninety days grace be allowed. After considerable discussion the motion was lost.

The sum of \$250 was appropriated for clerk hire, etc., to be paid to the Corresponding Secretary, and also \$250 to the Treasurer for expenses. After discussing minor points the meeting adjourned at 11:45 P. M.

PERSONAL

Mr. Schwalbach, of the Kings Co. Wheelmen, will winter in the South.

Mr. H. H. Meyer, Manhattan B. Club leaves for New Orleans shortly, to be gone a couple of years.

Mr. Wm. B. Smith of Bristol Bi. Club has been giving us an idea of how they do things in England.

Mr. Fred. Jenkins, Manhattan Bi. C. has been elected an honorary member of the New Orleans Bi. Club.

Mr. Eddy, of Flint, won the five mile bicycle race at Grand Rapids, Thursday. The prize was a \$140 gold watch, the handsomest prize ever won in a bicycle race in this country. Time, 20m. 25s.

Answers to Correspondents.

C. H. G. Have not been able to get that yet.

CLARION. Thanks for your kind words. We would do as you wish, but rarely come across any. Will send all we get.

R. A. P. The time you mention is good, but has been beaten in this city. Nearly all the American records were made in New York.

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[Advertisements not exceeding four lines will be inserted under this head for forty cents.]

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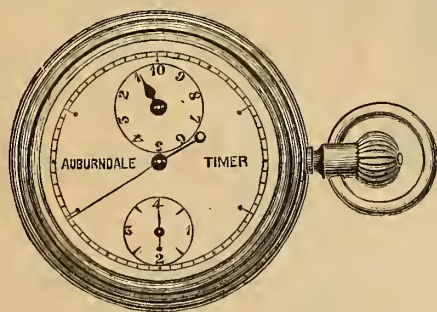
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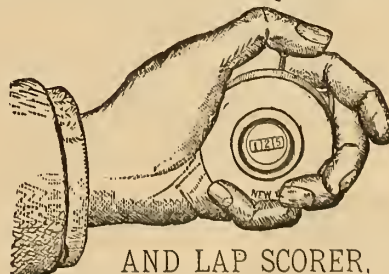
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