

THE WHEEL.

A Journal of 'Cycling.

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

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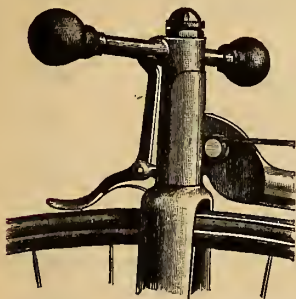
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PICKINGS AND STEALINGS

The united run at Long Branch was quite a success.

The Representatives of the Essex, Germantown, New York, and Manhattan Clubs presented a fine appearance as they wheeled down Ocean Avenue.

There are quite a number of wheelmen summering at the Branch, and wheels were plentiful at the cottages.

No sooner did we get our records in shape than they received a cutting. From the West we get the news of a mile in 3m. 8s., while at Philadelphia, Gideon wiped the five-mile time very handsomely by some thirty seconds.

Gideon would also have had the mile record had he ridden the last hundred yards instead of coasting. As it was, his time of 3m. 11 3-4s. equalled that of Stall who has held the best cinder-path time up to date.

Bicycle clubs holding race meetings are not very apt to give enough attention to time keeping, and the persons selected are usually too often a member of the club who borrows his watch, and is not always up to the mark. Fractions of a second are often very important, in a case of record breaking, and as this season's racing is apt to make considerable changes in the times, it is necessary to have accurate timers for all races.

Fortunately, in the case of nearly all our records, we know the time-keepers to have been experienced men, and the number was sufficient to remove all doubt as to their accuracy.

A single watch is not infallible, two is better and at least three necessary to place the times quoted above reproach.

In the matter of the election of consuls and representatives, we hear of little action on the part of any one in this vicinity. The time for casting the ballots is short and we would advise our readers to give the matter their earnest attention. In New Jersey the Essex Club have voted in a body for G. F. C. Smilie, as Chief Consul, and for G. F. Marsden, of Red Bank, as representative.

Gideon has retired for the present from the racing path, owing to business engagements, and "Patience" has passed into other hands to give place to 57-inch full Yale Roadster, which the happy owner will in future pedal on the road.

It is well known that one of the first uses M. Faure made of his new discoveries relative to the storage of electricity was to propel a tricycle, and the speed he then obtained was ten miles an hour: and in this connection it appears as though the French, who were the first to introduce the modern bicycle about fourteen years ago, will be the first to manufacture its direct descendant through a clearly traceable evolution, the electric tricycle. With such a machine, supposing that the cost of producing the power be not prohibitive, we can see the day when the family party will journey down to Brighton on a fine afternoon by road instead of rail; when the splendid main roads of our country will again be thronged by travelers moving along easily, safely, and inexpensively, not in swaying coaches, but in

smoothly-rolling tricycles; when the old Red Lion and Blue Boar, deserted these last forty years, will become gay and busy; and when the long-neglected villages and by-lanes will be explored by tourists who will never want to catch a train.—*Chambers' Journal*.

A saving of about fifty dollars in travelling expenses, and of *forty per cent.* in the price of a bicycle, is what YOU will secure if you join the English touring party which Chief Consul Weston proposes to take over, starting on the 22d instant. Fuller knowledge of what is really wheel fellowship, enlarged ideas of its duties, keener appreciation of its pleasures, and increased energy and enthusiasm in *wheel work* is what *our cause* will gain from your experience when you return. Do not hesitate!

"Our friend Woodside" has been winning fresh honors in the races at the "West of England Meet," capturing the third trial heat of the five-mile race in 15m. 30.4-5s., and the final heat in 15m. 8.1-5s. He received 380 yards, and is spoken of as winning easily by thirty yards. The time only shows what our American riders with proper training and good tracks can accomplish.

The Louisville *Commercial*, in speaking of the recent bicycle races, says: "The races at the Masonic Jubilee on the 27th inst. developed some surprisingly fast time. The mile by Chas. H. Jenkins in 3.08 was so unexpected that many expressed doubts as to the timer's accuracy, but the second heat in 3.11 settled beyond all question that the first was correct. Louisville wheelmen can now congratulate themselves upon the possession of a racer and a record that only the best man in the country can beat. Newton G. Crawford, who ran second to Jenkins in 3.14, is also deserving of the highest praise. Up to the finish of the race Crawford was not thought to possess much speed, and was not ranked among her fast men, but by faithful training he has pushed himself to a position second only to Jenkins, and, if he improves as fast in the future as he has in the past, may be expected to rival our greatest rider at no distant day. To the enterprise of the Kentucky Bicycle Club in securing a suitable racing track is due much credit for the success of its riders, and it has only been the want of such facilities that has prevented an earlier development of our racing talent."

WHEEL RACES.

JOHN KEENE AND G. W. WALLER.

The following fine race in England will be read with interest by bicyclists on this side the herring pond:

On Saturday evening several thousands of people assembled in the bicycle grounds of G. W. Waller, the long-distance champion, at Ryker, Newcastle-upon-Tyne, to witness a ten miles bicycle race between John Keene, of London (the ten miles champion), and George W. Waller, for £25 a side. Waller was conceded a start of 30 seconds. The weather was fine and the track in capital condition, but a strong wind was blowing, and was against the competitors in coming up one side of the track. Great interest was taken in the match, as was evidenced by the immense attendance. Just before the men started 2 to 1 was laid upon Waller. Mr. G. M. Todd, of the North Durham Cricket Club, was starter and referee. The track measures about five and a half laps to a mile, and for the ten miles fifty-six laps had to be done. Directly the pistol was fired, Waller got away at a capital pace, and by the time his 30 seconds had expired he had covered about three-quarters of a lap. Keene also started well, and he at once began to gradually gain on the long-distance champion, and by the time the first mile had been completed, had reduced his opponent's lead by several yards. Waller, who at times went rather stiffly, and who felt the full force of the wind, was leading by about half a lap at the end of the second mile. After this Keene lay to his work in thorough earnest and rapidly decreased his opponent's lead, and at the end of the eighteenth lap not more than 100 yards divided the two men, and in the next two lengths he got up close, not more than a couple of yards dividing them at the end of the twentieth lap. No change took place in the next two

laps, but in the second half of the twenty-third lap Waller put on a spurt and drew half a dozen yards away, but Keene quickly drew up to him again. The positions remained unchanged in the next ten laps, Keene keeping a yard behind Waller. In the thirty-sixth lap Waller again came away with a sudden burst of speed, and increased his lead to six yards, but by the time the lap was completed Keene had overtaken him, and it was evident that it only required a little extra effort on Keene's part to take the lead. In the fortieth lap Waller once more dashed away with a grand burst of speed, and soon had gained a lead of eight to ten yards, and as he maintained this lead for the greater part of the lap, the hopes of his supporters were raised, but Keene quickly drew up within a yard of him. In the forty-ninth lap Keene dashed past Waller, and led him by a couple of yards until two or three yards of the completion of the tenth mile, when Waller once more spurred. A grand struggle ensued to the finish, Keene winning by a foot, completing the distance in 37m. 53.1-2s.—*Sporting Life*.

THE annual races of the Keystone Bicycle Club took place Saturday, June 24, at the Exposition Grounds, Allegheny, Pa. An audience of several hundred occupied the grand stand, many ladies being among them. The whole entertainment, ending with a club drill, was interesting and satisfactory.

The first event was a half-mile dash, in which Geo. Grundy, an Englishman who has lately joined the club, won in 1.46, hard pushed by F. T. Hoover and P. N. French.

After a juvenile race of half-a-mile, won by Master Horace Miller in 2.09, 1-2, the principal contest of the day was opened, viz., the struggle for the one-mile championship for Western Pennsylvania. The various contestants were divided into two parties, each to run a heat, those obtaining first and second places to enter the final heat. In the first heat great excitement was caused by J. W. Pearce, the general favorite, passing the former champion, F. T. Hoover, on the home-stretch.

The effort, however, cost him the final heat, much to the disappointment of his many friends. In the final heat, George Grundy, J. W. Pearce, George H. Woods, and F. T. Hoover, started, coming in in the order named. By hard work Grundy won in 3.32, and was warmly applauded. The club is quite proud of this record, made on a dry clay track.

In a hundred yard slow race which followed, J. C. McCullough came in last, and was loudly cheered. He rode in a straight line, not deviating 18 inches therefrom at any time, sitting erect, and placidly watching the contortions, wabbles and dismounts of the half-dozen contestants in front. In a half-mile race, best 2 in 3, he pushed the champion Grundy, so closely that it took the 3d heat to determine the race, and proved him a fast rider. The last was a 5-mile race, won by George A. Woods, of McKeesport, in 21.14.

It was greatly regretted by all wheelmen here, that George Wilson, who has a record on this same track, lower than any made this season, refused to enter, and that O. G. Brown, managed to break the handle bar of his 58-inch Yale, in time to avoid meeting Grundy. Had these two entered, the reports would have been different. T. L. O.

Pittsburgh, Pa., June 26, 1882.

SURBITON, June 7.—The Wanderer's evening race meeting on Wednesday last was a great success in every way, and Cortis improved the occasion by scoring fastest on record for a mile (2m. 41 3-5s, though he failed to upset the two miles "gauge," doing only 5m. 39 2-5s., the record being Keith-Falconer's 5m. 36 3-5s. at Cambridge, in 1879.

After the club mile had been won by George Beeson, the new captain, from scratch, in 3m. 1 1-5s., with Percival, scratch (2), and A. Beeson, 30 yards (3), the event of the evening came off, viz.:

ONE MILE INVITATION HANDICAP.

First Heat.—C. Crute, 35 yards (1); licking Medcalf, 80, Butler, 55, and Hawkes, 80. Time, 2m. 44 4-5s.

Second Heat.—H. L. Cortis, scratch (1); licking Harold Smith, 80 yards, Reece, 60, and Tattam, 125. Time, 2m. 45 4-5s. Cortis beat the half-mile record in this race, but not

the quarter-mile, which still stands to Hillier's credit. He also continued on for two miles as mentioned in our opening remarks, but was not fortunate enough to beat Keith-Falconer's time.

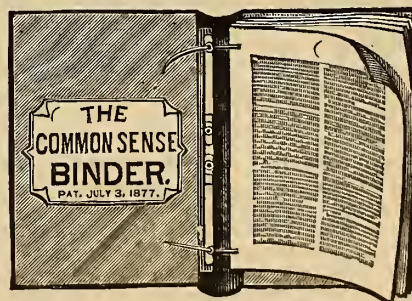
Third Heat.—J. C. P. Tacagni, 65 yards (1); licking Dundas, 50, F. Allport, 75, and J. F. Griffith, 35. Time, 2m. 47s.

Fourth Heat.—J. R. Hamilton, 50 yards; licking Woolnough, 65, and O. Thorn, 75, in 2m. 50 2-5s.

Final Heat.—H. L. Cortis (Wanderers), scratch (1); J. R. Hamilton, (Druids), 50 yards (2); C. Crute, (Sutton), 35 (3). At the end of the first lap all four men were well closed up, and half way round the second lap. Cortis was "amongst them," and eased up after his spurt, covering, nevertheless, the half-mile in 1m. 20s. (record). He then burst away again and defeated record for the mile, which he covered in 2m. 41 3-5s., amidst the greatest enthusiasm. Mr. Atkinson, *Sporting Life*, was timekeeper; Messrs. Rucker and Wyndham, (London) judges; and M. C. R. Maddox, Hon. Sec. and general manager. —*Cyclist*.

BALTIMORE, June 19.—We had a ten-mile race, Saturday, around Druid Hill Park Lake, under the auspices of the Badgeless Brotherhood of Baltimore Bicyclists. The track was a good deal cut up on the lower turn. A very hot sun, a light breeze, and about three hundred spectators, mostly in carriages. The start was very pretty, C. R. Evans leading for the first three miles, with E. E. Williams, A. Harrison, and D. Stewart in a bunch, and R. F. Foster taking it easy. At three miles Foster cut down his men with ease, and was never afterwards headed, winning in 26m. 36s., official time. Evans, 37m. 1s.; Williams, 38m. 10.1-2s., beating Stewart a foot. Foster is not pretty on a wheel, but he can stay. He rode a 52-inch Special Club. Evans is a beautiful rider, and the winner of several fancy riding contests. Stewart deserved great credit, as he has only been riding three weeks. None of the men had any training, as it was a scrub race.—*Spirit of the Times*.

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NEW YORK, July 5, 1882.

HOW TO TRAIN FOR BICYCLE RACING.

BY G. LACY HILLIER.

Our Editor has doubtless disposed of the dietetic portion of training, and I merely have to offer a few remarks on the practical work to be done on the machine itself. Before doing so, however, I should like to say that that venerable proverb, "What is one man's meat is another man's poison," applies most emphatically to training. The work which precisely suits one man will, perhaps, go a long way towards killing another. If a man is gifted with a *good digestion*, and is thoroughly *sound* from a "veterinary" point of view, he can stand the very hardest training. In my own case (for personal experiences, though egotistical, are, at least, reliable) I was enabled, by exceptional digestive powers, to undergo very severe work in the early part of 1881, reducing my weight from 12st. 8lbs. to 10st. 1lb. When I touched that point I was necessarily "Fine drawn," but being able to assimilate with rapidity and comfort an almost unlimited diet of mutton, vegetables, beer and port wine, I laid on weight, whilst still doing a great deal of active practice. To put the matter as concisely as possible, it is necessary to *practice* as often as possible, and yet to keep sufficient bodily power to stand the strain of the ultimate contest. In other words, to race and ride continuously, without getting *stale*. Staleness may be temporary, in which case it is merely weariness; or it may be continuous, in which it is an absolute failure of bodily resources. The fire burns itself out, and the engine ceases to go. The man with the good digestive powers feeds the fire, whilst the weaker man (in that respect) fails to do so, and "falls off," "goes stale," and gets "over-trained." Thus, when a man is training, it is necessary for him (or his trainer,) to note very carefully the course of his work, and his appearance at the finish. No man can do well if his work is too much for him, and short, sharp bursts, which fetch out all his pace without exhaustion, are most suitable. In bicycle racing, *pace*, and especially *pace for a short distance*, is the greatest necessity. Judgment, coolness, training, pluck, are all required to make a flyer, but unless, in somewhat paradoxical phrase, a man *can move his legs fast enough* he will never develop first-class form. Moreover, the man who can move his legs fast, suffers less exhaustion in the course of a long, and comparatively slowly ridden race, and has always the necessary "bit up his sleeve" at the finish in consequence. Thus, as the actual race can only display one man's judgment and courage, all his efforts in training should be devoted to THE ACQUIREMENT OF PACE. We will suppose the cyclist to have rubbed off, by means of road-riding, *hard tricycling*, plenty of toe-and-heel walking, and an occasional half-mile run in flannels, most of the absolutely superfluous adipose tissue, and to have got within a few pounds (more or less, according to the style of the subject) of his "racing weight," he should locate himself within "measurable distance" of the *best* and *fastest* track available, and, if his means allow it, obtain a good trainer; failing this, some handy lad should

be engaged to carry out the necessary "rubbing down" process. About an hour and a half after the morning meal, let the rider repair to the track, and *walk* slowly a couple of laps (half a mile or so,) finishing with a slow run for the last 200 yards. Let him then strip and rub the thighs and legs well with a towel, *not too rough*; then putting on a woolen sweater and a pair of woolen pants, let him spend from half an hour to an hour paddling round the track at, say a 14 or 15 miles an hour gait, putting in every third or fourth mile a smart spurt for a couple of hundred yards or so, and finishing with a good burst for nearly a full lap. Now start spurring, when wanting wind, and ride easily between the spurts, only spurt three or four times in all. Get plenty of wind for the final burst; start from a given point some 250 to 300 yards from the winning post, and *ride out every yard of it*. Then slip into the dressing-room out of the draught, and *sit still in the flannels* for a few minutes, when the perspiration will come freely out. Now get your man to rub you down. You will want two towels, not over hard (the idea that rubbing a man's skin off with a towel like a slab of sandstone is training him, is exploded,) get rubbed down all over, and then get your attendant to keep up a gentle friction, until the skin feels quite dry. Most attendants hurry too much. A quarter of an hour or more is frequently necessary to get a man dry, and the *second* perspiration with many is heavier than the first; it comes at a shorter or longer interval, and, unless thoroughly dried off, leads to colds. The morning's work through, our training-man must go home to his dinner, "and take it easy." If a swimmer, he may now and then indulge in a short swim, preferably in an open-air bath; he may go for a walk, or lay about in the sun, reading, fishing, or otherwise amusing himself. After tea, in the cool of the evening, an hour or two after his meal, let him once again visit the path, this time for the most serious work of the day. The costume should consist of light racing pants and vest, and "spurring" be the order of the day. It is now that the assistance of a competent watch-holder, and a fast man to race against, are most valuable. The latter is almost a *sine qua non*, but, if not obtainable, starts must be given to anyone on the path, and efforts made to overhaul them. This is not nearly so good, however, as the "stable companionship" of a really good sprinter, who, even if not good enough to run the whole distance, will "take the rider on" for the last thirty or forty yards. At first, a mark should be placed, say 150 yards from the winning post, and the rider, taking a flying start, should spurt "all out" to the post. Then easing up, he should completely regain his breath by paddling quietly round the track, and then repeat the spurt, getting a lead over the distance, if possible. Spurt about half a dozen times in an evening, and then, if still feeling fresh, go half a mile at a good pace, and then get a very complete and careful rub-down, wrap up in flannels and go home.

As the rider gets more fully into condition, the length of the spurt may be increased, though let the man be ever so good, he should never, in practice, do more than a 400 yards' spurt, and may with advantage, where he *can*, go the quarter "all out," confine his spurts to 250 yards, laying it in as thick as ever he can, and always trying to go faster still. By such work as this, pace, and pace only, will be obtained, and rapid pedalling acquired. This work will not improve a man's staying powers, but "staying" is not *learnt* on the path. The faster a man becomes, the better will he be able to "stay" in a long race, whilst, of course, for short races, *pace* is the great desideratum.

Of course the above sketches are what may be called "awfully stiff training;" but IF a man can stand it, he will be all the better for it. None but a sound, healthy man could; so, in the case of men not up to the highest physical standard, the regime must be modified to suit their capabilities. The moral of it all is, *get as much fast work as possible for the physical waste*. Minor tips:—Have your racing shoes to fit across instep and heel, and wide in the toe and front part; wear soft woolen socks; have slits to correspond with the pedal bars, or some kindred idea to keep the foot from slipping, *have a comfortable saddle*, and always make an alteration in *any* particular not exactly suitable, however slight it may seem. Ride a machine one inch to two inches inside your full stretch, and use long cranks, as such conditions favor rapid spurring. Cultivate good form on the road and when easing in practices, but don't waste

a thought on it when you are "in a hurry." About twice a week have ankles, knees, calves, thighs, and small of the back well rubbed with Elliman's (cattle) Embrocation, which I used continually, and most thoroughly believe in, and finally, *leave off when you've had enough*—never go on practicing, as some do, when giddiness, lassitude and sleeplessness warn them that the sword is too sharp for the scabbard, that the spirit, indeed, is willing, but the flesh is weak.—*Midland Athletic*.

THE long-proposed English Tour of 1882 seems to bid fair to be carried out after all. The suggestiveness of the advertisement which appears in our columns to-day will make the mouths of riders water. Would that we could "take it in!" The hearty welcome and lavish hospitality with which our English brethren met the American party which went over in 1880 under the same leadership is no doubt still fresh in the minds of most of our readers, although we fear they have never given it the public acknowledgement which it should have received. The proposed repetition of that tour, though on a smaller scale, and covering a different section of the country, should meet with every success, and every rider who can get away SHOULD GO SURE!

L. A. W. RACING RULES.

AS AMENDED AND ADOPTED AT THE ANNUAL MEETING
HELD MAY 30, 1882,

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have not received the written sanction and indorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the board of officers of the League.

2. (a) An amateur is a person who has never competed in open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.—*L. A. W. Rule 25.*

3. Any competitor making a false entry will be disqualified.

4. Choice or change of machine, and choice of costume, are not limited.

5. Each competitor will receive from the judges, before the start, a card bearing a number; which must be worn during the race.

6. The position in each race will be drawn by the games committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position until the signal is given by the starters. Any contestant starting before the word is given shall be placed one yard behind the starting line and an additional yard for each reported false start.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.

12. The right is reserved to the judges of refusing or cancel-

ling any entry, if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the judges and referee will in all cases be final.

14. All championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organization shall be allowed to hold State or other bicycle championships in which League members shall compete.

15. Championship races shall be run in one heat, or should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the racing committee L. A. W. for reference. No handicap races shall be run in heats.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League.

18. The rules of the National Association of amateur athletes shall be sanctioned by the League, and no League member competing in the games of the association or of its associate clubs, shall be debared from competition in the League races or from enjoyment of any of its privileges.

19. The racing committee L. A. W. shall be empowered to appoint at its discretion a League handicapper, who shall for a stated remuneration, frame the handicaps of the League and of such of its associate clubs as shall desire his services.

E. C. HODGES, Boston, Mass.,
A. A. HATHAWAY, Milwaukee, Wis.,
CLYMER WHITE, Baltimore, Md.,
Racing Committee, L. A. W.

WHEEL RACES.

LOUISVILLE, KY., June 27, 1882.—1st Race, 1 mile heat—best two in three. Three entries, C. H. Jenkins, N. G. Crawford, of Louisville, and B. Johnson, of Bardstown. Jenkins won 1st heat in 3.08; Crawford, second, in 3.12. Second heat was also won by Jenkins, in 3.11½; Crawford, second, in 3.12½.

Next race was 1-4-mile heat race, best two in three, for riders who had never won a race. First heat was won by W. F. Gregory, in 49 1-4. Second and third heats were won by A. Cornwall, in 46 1-2 and 47 respectively.

Last race was a five-mile dash. Three entries—N. G. Crawford, Orville Anderson, and L. Welle. Crawford was an easy winner, in 18m. 5-9 1-2s.

Judges.	C. H. Schimpeler,
"	D. P. Curry,
"	W. Verhoeff.
Scorers.	S. B. Huber,
"	W. B. Sale.
Timers.	G. M. Allison,
"	H. G. Thompson.

The weather was very warm—90 degrees in the shade. I see in your last issue you give the record time for one mile (on outdoor cinder track) at 3.10. Jenkins now holds the record at 3.08 made to-day. Our track is an out-door cinder one.

The races were very exciting, and were thoroughly enjoyed by the very large crowd present.

These races were run in connection with a celebration given by the Masons.

On the 4th of July, the Kentucky Bi. Blub will hold a race meeting. There will be five-mile dash for championship of Louisville. Three-mile dash, half-mile heats, and boys race, quarter-mile.

A very lively time is anticipated, especially in the five-mile dash for championship.

We would like to see some of the Eastern men try us Kentucky boys. Come along Gideon, Ahl, Claflin, and as many of

you as like. We will endeavor to make things very lively for you.

The Kentucky Club will have some long distance races in the fall. More anon.
L. ALLEGRO.

PHILADELPHIA, JULY 1st.—When Wm. Smith of the Bristol (Eng.) Bi. Club, who won the Amateur Championship of America at the Polo Grounds last October, was ruled out of the championships this year it left some doubt as to whether he was a faster man than the present champion, Mr. Geo. D. Gideon. This has been permanently settled by the result of the races last Saturday, in which Gideon defeated Smith in two races, one and five miles, lowering the out-door American record for three, four and five miles. The races were held at Belmont Driving Park, and were sanctioned by the League of American Wheelmen. The first race was a mile dash. The track is a mile in circuit, rather lumpy and slightly uphill at the three-quarter post. Smith dashed away at the pistol-fire and obtained a fine lead of fifteen yards almost before Gideon got away. The pace was very hot, but Gideon soon commenced to move in his most approved style, and at the half-mile post was close to Smith's hind wheel. When the up grade was reached he spurred and passed the little Englishman with a rush, winning rather easily in 3m. 11.3-4s. Smith's time was 3m. 12.3-4s.

The two-mile handicap was captured by W. Smith in 7m. 12s. J. Dyson securing second place in 7m. 18.1-2s.

The five-mile handicap was the event of the day, and with Gideon and Smith at scratch, promised to be exciting. The tall man from Germantown took the lead and held it throughout. Smith stuck to Gideon's hind wheel for four and a-half miles, when the latter spurred away and crossed the line in 16m. 52.1-2s. A protest was lodged against Smith by the Philadelphia Clubs owing to the position taken by the National Association in excluding Smith from their games, June 10th.

NEW YORK, July 1.—At the American Athletic Club Games, the two-mile bicycle handicap attracted considerable attention, as the handicaps had been liberally bestowed. E. A. Thompson, Lenox Bi. Club, was at scratch, and Frank E. Davidson, his club mate, received 20 yards. Will R. Pitman, Ixion Bi. Club, received 100 yards, while H. O. Tallmadge and B. G. Sanford, received 175 and 220 yards, respectively. Pitman spurred to the front at the second lap and finished the mile in 3m. 22s., but weakened in the second. Thompson and Davidson were closing up rapidly on the pair ahead, who had a game race for third place. On the fourth lap, Thompson was at Davidson's heels, and on the next lap spurred past him, winning the race rather easily in 7m. 3 1-2s. Davidson second, in 7m. 8 3-4s. "Tommy" is a feather weight of 108 pounds, and rides a Keen 55 1/2 in. Racer. He secured second place in the championships, and has lately won nearly all the races in this neighborhood.

WILLIAMSBURG, JULY 4.—The Three-mile handicap was run in a pouring rain. The handicapper was liberal and Hall, Austin, and Foster of Baltimore, all lapped the scratch man Thomson. The latter caught his men at the end of the second mile, but was pocketed by Hall and Austin. This position was maintained until the last lap, when Thomson who had dropped behind about ten yards, spurred past his competitors, and won handily in 11 m. 51s.

THE Staten Island Athletic Club held their fourth annual championship games July 4th, in their grounds, Bennet and Henderson Avenues, West New Brighton. The track was in fine condition. Weather was cool and cloudy, but the games being started at 10 a.m. fortunately escaped the rain later. Among the events was a mile and a half bicycle race, which was won by E. W. Gould, S. I. Bi. C. in 5m. 40s. B. J. Carroll was second in 5m. 50s.

W. R. PITMAN, Ixion Bi. Club captured the mile race at Boston, July 4th, and also secured second place in the mile and a half race. Time too slow to be reported, owing to the vile condition of the track.

BICYCLE LITIGATION.

SYRACUSE, N. Y., June 26, 1882.

The suit of The Pope Manufacturing Company of Boston, vs. McKee & Harrington, of New York, came up for hearing before Judge Wallace, here to-day, on a motion of the defendants to dissolve the injunction by which they have been restrained for nearly two years from making and selling bicycles in infringement of the Lallement patent; and also on proceedings instituted by the plaintiffs to have the defendants adjudged in contempt in selling simultaneous movement, so called. Both motions were decided in favor of The Pope Manufacturing Company, and a fine was imposed on the defendants for their violation of the injunction.

A MISSIONARY NEEDED IN SARATOGA.

Some years ago, in spite of my protests, my name was put down as a member of a Bicycle Club. I have never mounted a bicycle, have never had the slightest inclination to do so and, please God, never shall. I long since paid my dues and resigned from the club, yet I have been ever since annoyed by the receipt of papers, etc., connected with the subject. Will you kindly desist, and oblige yours,

JOHN W. EHRINGER.



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

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

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

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

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

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

Savin Hill, Dorchester,

NOTICE.—B. T. C. BADGES.

Any member who has not received his badge can obtain the loan of one by written application to the Chief Consul, accompanying same with P. O. O. for two dollars, which amount will be returned in each case on return of the badge.

FROM THE CLUBS.

STATEN ISLAND.—As many members of the above club purpose going away for a few days there will be no formal run to-day as usual. An invitation has been extended by the Essex Bicycle Club of Newark, N. J., to join in the annual club run to Long Branch, N. J., which takes place to-day.

It has been requested by the manager of St. Mark's Hotel, of New Brighton, that the Staten Island Bicycle Club shall make the hotel their headquarters, and that all meets, runs, etc., shall make that their starting point. A bulletin will be posted in the office, giving notice of the coming meets and runs, together with a book, in which the officers of the club will endeavor to give the roads, etc., from New Brighton to all points on Staten Island and the immediate vicinity, with railroad charges, ferry-boats, places of refreshment, and all information that will be likely to be of interest to wheelmen while riding in Richmond County.—*Gazette and Sentinel*.

CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox Bi. Club weekly runs.

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

CLOSING OF ENTRIES FOR BICYCLE RACES.

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

THE 1882 ENGLISH TOUR.

Gentlemen wishing to join in this tour should send in their names to the undersigned without delay. The party will sail on the 22d instant. On arrival in England the train will be taken to Bradford, from which point the "wheel" part of the tour will commence. The run will be from Bradford to Coventry, via Harrogate, Leeds, Sheffield, Mansfield, Leicester, &c. Harrogate will be reached on the 3d of August, and the party will there participate in the Sixth Annual North of England Meet of

THE BICYCLE TOURING CLUB.

The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20th of August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

The cost of the tickets, which will give first cabin passage to and from Liverpool, first-class rail from Liverpool to Bradford, and first-class rail from Coventry to Liverpool, will not exceed

ONE HUNDRED AND SIXTY DOLLARS,

and may possibly be less if a large enough party can be secured without delay. For further information address at once

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54 inch Standard Columbia, full nickeled, cone bearings....	100
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54 inch Humber Roadster, full nickeled.....	120
54 inch half nickeled Matchless Bicycle	110
54 inch Full nickeled Standard Columbia, ball bearings and Acme stand	100
49 inch British Challenge, full nickeled	115
54 inch Fluted Hollow Fork Centaur Open head, ball bearings, full nickeled except wheels	130
52 inch Special Club, full nickeled, with Cyclometer and bell	120
58 inch Humber, all bright	130
52 inch Keen Roadster, roller bearings.....	55
45 inch Standard Columbia, full nickeled, with rubber handles and bell.....	75
54 inch full nickeled Manchester Roadster, double ball bearings, never been ridden.....	130
50 inch Royal Challenge, full nickeled.....	120

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

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

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

For further particulars address the manufacturers.

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