

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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EDITORIAL JOTTINGS.

Mr. John S. Prince sends us a straightforward statement, which we publish with pleasure. We never wrong any one intentionally and are always willing to publish both sides of the story. Probably "John" thought he had a soft snap as usual but got "left."

We hinted of a "Race meeting and Exhibition" at the American Institute in our last, and we can now say that the project assumes a more definite character. There will be a race meeting in which the events will be an amateur twenty-five mile race, a professional ten mile handicap, and a five mile amateur handicap under the management of THE WHEEL. The date has not been selected, but will probably be Saturday, Dec. 30th at 7.30 P. M. As the arrangements for the building have not been completed up to the time of going to press, we will have to let the particulars stand over until next week, when the entries will be opened.

"Cycling and Photography" are both interesting subjects for winter discussion and preparation. There are among many bicyclers, expert amateur photographers. Mr. Drew, Chas. E. Pratt, Max Hansmann and many others have practiced the art successfully, and one of Mr. Drew's instantaneous photographs of himself, mounted, is one of the best specimens we have had the pleasure of seeing. Now let some one start a discussion on the best portable apparatus for the wheel.

Prince and Frye are to have another race at the Institute from scratch and it will perhaps be even more exciting than the previous one. It is a singular fact that while there have been many races of late, the professional time for a mile has not been below three minutes.

The problem of the numerous champions floating around has excited the ire of the President of the Springfield Club, who calls attention to the fact that the proportion of champions to the number of riders is singular if nothing more. For instance we have Gideon the two and five mile champion, Hendee the League champion. Frye is billed as a ten mile champion and John S. Prince is also a champion. Then we have Armanido a female champion and Morgan a six day champion and L. H. Johnson a 50 mile champion, and how many more will keep turning up is a question we decline to solve.

The Racing Board L. A. W. will hold a meeting soon in New York and adopt a standard of handicapping, of preserving the records and other matters pertaining to the business of that department. We should be glad to receive any suggestions from League members that will aid the Committee in its work.

FROM THE CLUBS.

MARBLEHEAD.—As THE WHEEL has not gone very extensively into the matters of clubs here East, perhaps its readers will be interested to know what our clubs in Massachusetts are doing.

The Marblehead Club is having new headquarters fitted up, and in a very few weeks the boys will be ready to receive their friends. Wheelmen will always find the latch-string outside.

The club is to inaugurate a series of "Ladies' Nights," this winter, and one evening each week will be set apart for the reception of the lady friends of the club, when roller-skating, dancing, and other polite amusements, will be introduced. *Musicales, conversaciones*, and "smokings," will also serve to while away the long winter evenings, and the club-rooms will no doubt be the scene of much gaiety during the season.

The club is in a flourishing condition, and expects to double its membership by spring.

We have lost our "58" man, he having been obliged to sacrifice his wheel to his books. But we have a "56," and, without doubt, shall have a "60" before the season rolls around.

Our "58" man was sub-captain, and by his withdrawal a vacancy was made which Mr. John W. Richardson, an ardent wheelman, has been chosen to fill, and which he will doubtless do with credit both to himself and the club.

The club belongs to the L. A. W., and the L. E. C. W. (the League of Essex County Wheelmen), and some of the boys intend to make application for joining the B. C. T., in the spring.

The L. E. C. W. is quite a lively institution. Though little more than six months old, it has become widely known throughout New England, and by another season, look out for "big things" from it. In my next, I will give you a brief history of the League.

The riding season has practically ended, but "Geesee" has not followed the example of thousands of 'cyclers, and put his wheel away till summer. Not he. His steed is in the stable, ready for a ride whenever the roading is good. And, he expects to take many spins during the winter.

GEESEE.

Marblehead, Mass., Dec. 10, 1882.

CAPITAL BI. CLUB, Dec. 11, 1882.—The semi-annual election of officers of the Capital Bicycle Club took place December 9, 1882, and resulted as follows:

President—Leland Howard.
Vice-President—P. T. Dodge.
Secretary—S. Preston Moses, Jr.
Treasurer—F. C. Donn.
Captain—L. W. Seely.
Sub-captain—Max Hansmann.
Junior Sub-captain—Harry Davis.
Executive Committee—The above and T. A. Berryhill, T. C. Tipton, Charles Flint.

The present active membership is 55, and honorary 9. The limit of active membership is 60.

L. W. SEELY, Acting Sec'y.

WHEELS AND WHEELMEN.

A wheelman is largely governed in his choice of wheels and accessories by notions. And a

the editor of the WHEEL remarked in a late issue there is no best, absolutely, it is only relative, and relative in a great measure to individual notions. The telephone is not a late invention; it was invented in 1861; why then has it not been in use all this time? Simply because the world was not ready to receive it. So with the telegraph; it was invented a quarter of a century before it came into extensive use; the power of steam was known in Hero's time, yet it has been of but little practical benefit to man until within the last century. So the bicycle is just as good in principle to-day as it can be, so far as we are educated to judge. It requires time to educate a people up to the point of receiving some new invention as a practical, matter of fact everyday circumstance. If the American club, the Expert, Columbia, the Harvard, Sanspareil and Yale embody these principles, the only way then of judging of their respective merits is by the workmanship used to carry out these principles. One argument that has always been against imported machines and in favor of the home product is the difficulty of securing duplicate parts. But our importers, or some of them, have recognized this fault, and have sought to remedy it, so that now it is as easy to replace the broken parts of some imported machines, as it is the American.

While it is very pleasant to think that the great majority of bicyclers are gentlemen, yet it carries with it the fact that the total number of wheelmen is small. Ten or fifteen thousand bicycles, scattered over as big an area as the United States, are not going to modify our road laws anyway soon. Before we can hope to secure legislation in regard to the roads of our states, we must have numbers; we must have Legislators who ride the bicycle themselves, and who have a bicycle riding constituency. At the present rate of increase we need not expect any such good luck for fifteen or twenty years. But give us cheap, good bicycles so that our working classes may have them, and we shall soon have roads such that it will be a pleasure for everybody to have them. That aristocratic idea that the bicycle must be kept up in price so that only the wealthy may own them, is all nonsense. You might as well say a man should not farm because he could not haul his produce to market in a carriage. H. W. Beecher, and other aristocrats of the pulpit are taken to their work in a coach and four, yet just as good men are trudging on foot from charge to charge in some Kentucky mountain districts. H. W. B., as powerful as he is, would not dare to announce from his pulpit that the mountaineers of Eastern Kentucky, or the poor of any place on the face of the globe, were to be denied the solace of their religion simply because their pastor could not afford a vehicle. The rich and the poor alike demand social intercourse. The rich man has his club, the poor man has his society, and each enjoys it in his own way. So if bicycles were cheaper, all of one grade of society could form their clubs, and all of another grade could have theirs, and this, too, without the necessity of inter-

ference from one another. Cheap machines means not only increased use, but good roads and better machines, for when our mechanics ride the machine they will improve it for us. They cannot do much now because they have not the familiarity with it which practical riding alone gives.

MAJOR C. W. F.

CORRESPONDENCE.

CLEVELAND, Dec. 3, 1882.

Editor of the Wheel:—We are preparing for the winter here (in fact winter is here as we have had three snow storms). At a special meeting of the Club held on November 15, a committee was appointed to get up some entertainments for the winter; as yet no one knows what they will do, but it is probable that we will have a musical in January and an exhibition of team and fancy riding later in the year.

The Club has among its fancy riders the champion of the State, W. H. Wetmore of Cuyahoga Falls and a number of lesser lights, such as Messrs. Beckwith Ely, George Collister, Pugh Avery, etc., among whom Beckwith gives promise of becoming one of the best in the Club.

A special run was called for Thanksgiving morning to run to Rocky River of Elyria, and there was some talk of having a hare and hounds run the same day, but both had to be given up on the account of the snow storm of a few days before, so the armory of the Gatling Gun Battery was secured for the afternoon, and after a short drill by the Captain, the men tried fancy riding with great success, and let me whisper to you that, Avery's pedal mount can't be beat; ditto Potter's stand still; Ely's on and off business, Beckwith's vault, Collister and Pugh's double acts, *et cetera*.

As the agents, Davis & Hunt are to open a riding school in a few weeks, we will have plenty of chance to ride during the winter.

We are all very much pleased at the appointment of Captain Sholes as corresponding secretary, and think President Miller could have gone a good ways without finding a better.

Victor C. Place of Greenville, Pa., stopped off here for a few days on his way out West and gave us a few pointers on racing, etc. I see that the Victor Bicycle Club of Greenville was named after him

NAMALOS.

PHILADELPHIA, Pa.

Editor of The Wheel:—A good suggestion has been thrown out by the Landisville Literary Society, as described by our friend "Davy Derby," in your last issue, viz.: the discussion of the question, "That bicycle riding is more conducive to health than horseback riding." Why can't this idea be extended to a broader scope by *bicycle riders*? During the cold, winter nights to follow, when club-members surround a stove, or get as near in to the oven of a cooking-range as "Pennsy" does, is just the time for such discussions. Taking such subjects as "The Benefits of Bicycling," "The Bicycle," "Bicycle Parts," etc., etc., new ideas would certainly develop.

Look into the subject, enthusiasts, and let us hear from you through the columns of THE WHEEL.

The latest performance is "Abe's" (of "Germantown" fame), and shows how determined he was to win for the centre-table of "Germantown" the ice-pitcher offered by "Pennsy" for the Thanksgiving Day road-race. After riding through two inches of snow to the Pennsylvania headquarters (four miles), he found there only our industrious Secretary, struggling with the cooking-range for a fire, and to learn that the race "had been postponed." Abe rode back—but in the cars. Wait until May, Abe, and you may get the pitcher yet.

"Providence" is right in regard to large wheels. I know that a machine as large as can be reached without the treadle leaving the foot, and provided with dropped handles, can be handled on a hill better, and with much less fatigue, than a smaller machine.

Our pastimes will have an additional impetus in the spring, with the opening of Twenty-second street, from Market to the Green-street entrance of Fairmount Park. The city is now at work on it, and all who are familiar with our "Old Reliable Lancaster Pike," will have cause to envy us, as this street is pronounced to be better even than the pike. We expect that it will be no unusual sight, next summer, to see wheelmen, mingled with teams on Market street, *en route* to and from business. May it be so.

RUSTY.

BOSTON, Dec. 10th, 1882.

Editor of The Wheel:—I noticed a paragraph in your last issue of THE WHEEL, referring to the genuineness of my late defeat by Mr. Frye, and if you will kindly allow me a small space in the columns of your next issue, I will endeavor to explain, as near as I can, what I think was the cause of my defeat.

The fair at the Institute did not close until November 22d, and the management of the Institute engaged me as manager of the bicycling department, and the arrangements for the race fell on my hands, and it was impossible to get the track and building ready until the day of the race, and it was within two hours of the race before I was able to get on my machine and do any training, and, taking all things into consideration, I think you will credit me with a genuine performance.

I don't know what made Mr. Frye name the 30th of November for the race, but as I have been for the last sixteen months open to run any man in America (and some at his own time and on his own ground), I thought I would accept Mr. Frye's offer, and run him on his own terms, and give him a beating, and then he would not have anything to say, but that I was the best man.

Of course, the old saying is a true one—that no man can race without training, and the want of that was the cause of my defeat. In fact, I think that, when in good condition, I can ride one minute and a half faster in ten miles than I did in my race with Mr. Frye.

Hoping that THE WHEEL will always have as good an opinion of my genuine racing in the future as in the past, and will give the Professional his due, as he is the foundation of all bicyclers and teaching and racing,

I am yours,

JOHN S. PRINCE,
Professional Champion of America.

TROY, N. Y. DEC. 5, 1882.

Editor of the Wheel:—I have not seen any accounts of the Troy Bicycle Club for some time. I thought your readers would like to know that we are in the land of the living. We were organized about a year ago with about 10 members we now have 23 on the roll, and are mounted as follows:

1—54 in. American Sanspareil; 1—54 in. Expert Col.; 2—54 in. Stand. Col's.; 1—52 in. Harvard; 1—52 in. Excelsior; 2—52 in. Expert Col's.; 1—52 in. Boston; 1—50 in. Club; 2—50 in. Stand. Col's.; 1—50 in. Ntraordinary; 1—50 in. Palmer; 1—48 in. British Challenge; 1—48 in. Stand. Col.; 2—46 in. Stand. Col's.; 1—38 in. Youth's Challenge.

Three are Dismounted and will probably get "Expert" Col. soon.

NTRAORDINARY—

SPRINGFIELD, MASS., DEC. 7, 1882.

Editor of the Wheel—In your article of Nov. 29, 1882, entitled "Prominent Wheelmen," you give George D. Gideon the title of "The Amateur Champion of America." I wish to take exception to the above title, for how can a man who has retired from the race track be a champion? He must certainly be an ex-champion. As to the Amateur Championship, I supposed George M. Hendee of this city held the title, having won the same from Lewis T. Frye; and I claim the same for him. Now, if there is any other race to be won to entitle Mr. Hendee to be called the champion, be it a two, five or ten mile, George M. Hendee of this city will race the party holding the same in Boston at the Institute Building at any time within the next four weeks. Believing in giving every man his just dues and credit belonging to him and especially George M. Hendee a 16 year old boy, I am

Yours Truly, HENRY E. DUCKER.

[Our valued correspondent, the president of the Springfield Bicycle Club falls into the common error of presuming that the winner of the League Championship is the Champion of America and as others labor under the same erroneous impression, we will endeavor to explain the exact situation of affairs.

It was not until the year 1877-8 that bicycle races came into popular favor and were made a feature of athletic contests, that the question of a championship became a necessity. There was then no League or any proper body to superintend the giving of championship events, but in 1879 the National Association of Amateur Athletes of America assumed the responsibility and decided to give at their meeting, which was open

to all amateurs whether club members or no, a two mile bicycle race. This event was won by L. H. Johnson, a member of the Essex Bicycle Club and of the Manhattan Athletic Club and who held the title of Champion of America for a year. In the year 1880, Mr. Johnson won the medal at the second annual meeting, both races being held at the grounds of the New York Athletic Club at Mott Haven and were the only recognized and authorized competitions. In the year 1881 the N. A. A. A. included in their games a two mile event, and as the League had not, at that time, made or passed any rules relating to their members participating in unauthorized games, the N. A. A. A., to protect their own interests, passed a rule excluding all who competed in games unauthorized by them and declined to accept the entry of Mr. Johnson who had entered and competed in unsanctioned games. The result was that their (N. A. A. A.) championships were only competed for by an inferior class of riders and the championship was won by C. A. Reed. That fall, the League offered in addition to the medal for the mile race open only to League members, a medal for a two mile race open to all amateurs which was won by Wm. J. Smith, his time being thirty seconds faster than that of C. A. Reed who was defeated by Smith two days later in a two mile race at the Polo grounds. Mr. Smith was thus recognized the "Champion of America" and Mr. Frye was "Champion of the League." As the League has only ten per cent. of the number of active bicyclers among its rank the title of Mr. Smith which was sustained against all comers and for which Mr. Frye had entered but had not competed, was given the preference. In 1882 the N. A. A. A. and the L. A. W. voted to combine interests, and it was decided to run the L. A. W. mile event in connection with the games of the N. A. A. A. But as the constitution read otherwise, and the decision made only two weeks before the meeting, it was voted to combine the two and five mile events with the N. A. A. A. and the medals were engraved as representing the Championship of America given by the L. A. W. and N. A. A. A.

Both of these were won by George D. Gideon, and he holds the title until the annual meeting next year. In the fall, the League held a race meeting and Mr. Hendee won the League Championship from Mr. Frye. Our correspondent will therefore see that we are right. If Mr. Hendee wishes to be the Champion of America as well as League Champion, he must wait until next year before he can win it. The League and the N. A. A. A. are the only bodies who can hold a championship event and as it now stands it would be better if the League abandoned the idea of a separate race meeting, but no race before next year can be made for title as our correspondent suggests.

We do not wish to disparage Mr. Hendee's ability as a fast rider, and regard him as a coming racing man, still as the above letter is only the result of ignorance of the facts, we feel justified in making this explanation.—ED.]

THE IRISH CHAMPION.

Wm. M. Woodside the ten and fifty miles Irish Champion bounded into our office the other day looking none the worse for wear after a tedious voyage of twenty-one days on the Devonian.

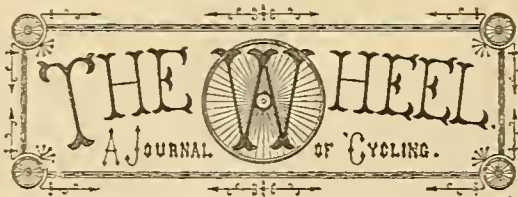
He talked very freely of his trip and the many races he entered and won. After leaving New York nearly year ago with his 50lb Harvard Roadster, he arrived safely in Ireland and went into training. His first race was won on the Harvard but he saw that he was badly handicapped by weight, and sold the same. His regular mount after that was a 56¼ in. Sanspareil racer weighing 24lbs. Although Woodside is 165lbs in weight and 6ft. 1in., in height, he found no difficulty in riding such a light machine on the grass courses on which nearly all the races are run in Ireland, and won no less than thirty-seven medals all but six being first prizes. The medals for the ten and fifty miles championships are very heavy and solid. The ten mile race was run on a cinder track with square corners, making it very difficult to turn safely. He however won easily by two laps in 34m. 3 4-5's, and this after securing second place in the one and four miles. Speaking of the 50 miles championship, it was run on the the road up and down hill. In the first hour he was far ahead of the record when the tire of his hind wheel came off and he was obliged to run a mile with the bicycle before he found some one who would loan him a machine. By this time he was nearly three miles behind the leader but in the next nine miles he had made up the lost distance. At the last five miles it was so dark that he had to ride behind a carriage in order to keep on the road. Rain had fallen in the morning and the mud was six inches deep in places.

While abroad, Woodside built a seven lap cinder track on his grounds for practicing. It took him two months to complete it and when finished he was able to make his mile in 3m. 16s, in practice.

While in Ireland he rode against C. D. Vesey five times and beat him every time. The first race with that rider was a three mile scratch. The second was a two mile handicap with Vesey at 100 yards which he won from scratch. In a five mile race Vesey had a handicap of 350 yards which Woodside won from 200 yards. In a two mile race Vesey received 70 yards from him but was defeated and the last one was a four mile race with Woodside at Scratch and Vesey at 100 yards.

From this one will see that "Woody" has improved greatly since he last appeared in this country in the League Race meeting at the Polo grounds.

He says that the racing cracks all gamble on their races, and win or lose as best suits themselves. He was approached several times by bookmakers and offered sums to lose. In fact the racing paths in England are considerably demoralized in this particular. Woodside will remain a short while in New York in order to participate in the proposed race meeting. He will then go to San Francisco, stopping a few days at Chicago.



The Official Organ of the Bicycle Touring Club in America.

FRED. JENKINS, - - - Editor.
EDWIN OLIVER, - - - Business Manager.
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 *nom 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 Saturday morning at the latest. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

All letters relating to subscriptions, advertisements, etc., should be addressed to Edwin Oliver, Business Manager of THE WHEEL, Box 444, New York.

BICYCLES ON HIGHWAYS.

We have received a large number of requests for information relating to the rights of wheelmen on highways, and especially for decisions in favor of wheelmen. These inquiries we are always glad to answer personally, but they spring from a lack of knowledge of what has been already published. They are due in part, perhaps, to a lack of knowledge of the fact that decisions directly based upon bicycle riding are very few. The fact is, that whenever wheelmen have been involved in suits in this country they have found decisions in their favor in the lower courts, whose decisions are not published in the law books, and the cases have seldom or never been taken to Supreme Courts on appeal.

We understand from Vice President Parsons that the League officers are about to offer a printed circular giving reference to the principal cases, and extracts from an opinion very carefully prepared by President Pratt of the League nearly two years ago, and which will be obtainable by every one interested. In the meantime a little review of the course of events on this subject

may be of interest to our inquiring readers.

In 1879 five members of the Brocton Bicycle Club were complained of in a police court in Massachusetts under the Sunday laws, and were fined ten dollars and costs for violating the Sabbath in riding bicycles, on the ground that it was a work of neither necessity nor charity. They appealed to the Superior Court, and, on the evidence offered, the Court instructed the jury to render a verdict of not guilty, and the defendants were acquitted.

In the same year a suit was brought against the well-known wheelman, John E. Brown, of the Worcester Bicycle Club, for alleged damages done to plaintiff's horse and wagon. Mr. Brown and Mr. Hill, of Worcester, were riding bicycles on a street in Whitinsville, Mass., when the plaintiff's horse became nervous at sight of them; the horse was driven by boys, and attached to a milk wagon, and the boys had just stopped in front of a house. The action was tried in the District Court, and the decision was for the defendant, the judge holding that there appeared nothing that the defendant could do which he failed to do; that the defendant was not negligent, but was using due care, and that he was entitled to the reasonable use of the highway with his bicycle.

A similar suit was brought in a New Jersey court against a member of the Essex Bicycle Club in the same year, and tried with a similar result, decision being in favor of the wheelman.

A suit was brought in 1881 against Mr. J. T. Joslin, an L. A. W. Consul in Newburg, N. Y., for damages alleged to have resulted from his riding a bicycle on the street; and a counter suit was brought by Mr. Joslin, and these suits were terminated in favor of the wheelman after trial, even where the judge was understood to be predisposed against the bicycle.

Orders were issued at one time by the directors of the Haddonfield Turnpike Company to prevent bicyclers from riding on that turnpike, and some wheelmen were prevented. A contest ensued, not, however, in such a manner or with such a definite result as to be a

very useful case to cite, but still in favor of the wheelmen, and the road was clear for them after it.

In the same year suit was brought against some wheelmen belonging in Exeter, N. H., for frightening a lady's horse, and causing damage by riding a bicycle on the highways. This case was brought before a jury in the Supreme Court of the State of New Hampshire, with a considerable array of counsel and much ability on both sides. The Court charged the jury, in substance, that the evidence showed that the bicycle was a carriage, and the questions for the jury to consider were whether defendants were making a reasonable use of the highway with their bicycles, and whether they were using due care, or were negligent in that use; and the jury returned a verdict in favor of the wheelmen.

Subsequently a wheelman was riding on the side of a road in Malden, Mass., where the sidewalk was not clearly distinguishable from the carriage road, but the roadway was rough, and he was riding on the side where foot passengers walked. He collided with a man on foot. The man complained of him for assault, alleging that he ran against him without justifiable cause and when he was exercising due care; the wheelman alleged that the fault was that of the foot passenger, and that he was making a reasonable use of the highway. The case was not fully reported, but as nearly as we ascertained the man had a prejudice against bicycles, and would not turn out for the wheelman, and the wheelman called out to the man to step aside that he might pass, and the result was a collision, both of ideas and of bodies. We believe the wheelman was convicted of assault, and fined some small sum and costs, and appealed to the Superior Court, where he failed to show the justice of his cause, and the decision was affirmed. This is the only case, so far as we have heard, where decision has been against a wheelman in any contest.

Of course there is the case of the Brooklyn Board of Aldermen, where, after taking legal advice, they repealed a restrictive ordinance, which, by their report, is a good citable case for presenting to town or city authorities; and

there are the instances of similar repeal in Providence, R. I., and in Hartford, Conn., and in Topeka, Kan., and in several other places.

There are also the precedents of the Fairmount Park Commissioners in Philadelphia, the South Park Commissioners in Chicago, the Druid Hill Park Commissioners in Baltimore, and the Central Park Commissioners in New York, the latter being against the wheelmen, and the others being in their favor:

There is also the Central Park case still pending in New York on appeal. We should mention also a suit instituted against Mr. Foster, of Baltimore, for damages caused by a runaway, alleged to be the result of his riding a bicycle on the street, in which, after a spirited trial, the verdict was for the wheelman.

If there are any other instances of legal contests which have occurred in this country we are not aware of them, and should be very glad if any of our readers, having knowledge of the same, would furnish us with particulars.

This all goes to show what we said above, that there has been in this country no opportunity for wheelmen to get decisions from the Supreme Courts in any of the States upon the questions of law involved in suits springing directly from bicycling. A similar state of facts exists in England, as we are informed, with the single exception of the case of *Taylor v. Goodwin*, which did go to the Queen's Bench, and where the bicycle was decided to be a carriage, and not only entitled to the rights of carriages, but subject to the restrictions imposed upon the use of carriages.

There are, however, decisions sufficient to mark out the law, which have been rendered in other cases by the highest courts in this country, which go to show that the mere frightening of horses is not actionable, and that because a vehicle sometimes does occasion fright, it is not to be prohibited on the streets.

In the case of *Macomber v. Nichols*, in the Supreme Court of Michigan, it is said: "Persons making use of horses as the means of travel or traffic by the highways have no rights therein superior to those who make use of the ways

in other modes. * * * Improved methods of locomotion are perfectly admissible if any shall be discovered, and they cannot be excluded from the existing public roads provided their use is consistent with the present method.

In *Moses v. Railroad*, in the Supreme Court of Illinois, it was said: "To say that a new mode of passage shall be banished from the streets, no matter how much the public good may require it, simply because the streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age." But we have not space to quote the decisions referred to in the opinion before referred to, and we commend those who are interested to the League officers for a copy of the circular relating to the law of highways.

FROM THE CLUBS.

PEQUONNOCK.—The secretary of this active club writes that at a meeting held December 8th, three of their members voted to join the B. T. C. The club have secured quarters and a riding hall on the main street. One of the features will be a transparency, projecting from the building with the League Badge—Pequonnock Wheel Club,—Bicycle Touring Club Badge. The members will soon give an entertainment consisting of fancy riding, club drill and ending up with dancing. The bicycle interest that has lain dormant for the past year will be revived and worked up to 1902 in the shade as our correspondent expresses it,

CYCLING AND PHOTOGRAPHY.

It is in every way probable that the practice of bicycling which has so enormously grown of late, has added many recruits to the amateur photographic ranks. Only those who have stridden the iron steed and felt its charm—which no other means of locomotion can rival—can have any conception of the enhanced beauties with which every passing scene is imbued. In the saddle, with the physical frame all aglow with an exercise which invigorates rather than fatigues, the rider is in the very pink of condition for the full appreciation of those delights in which nature abounds. Artistic feelings hitherto latent, become developed, and in the more keenly susceptible a strong desire begins to grow for mementos of landscapes that have particularly charmed the eye.

Fresh excursions reveal fresh beauties, the fleeting glimpses of which tempt a further pursuit away from the regular beaten track, where even more picturesque "bits" are discovered, which fully repay the trouble of the divergence.

Again: in the saddle a few miles of dreary highway are soon slipped over; and when the pedestrian would be weary and ill-disposed to explore the windings of the promising scene opened to view, the newly-awakened artistic bicyclist hails it as a pleasant change, rambles through its mazes, and more and more determines to be able to secure a few photographs, if for nothing more than to recall at some future time the many interesting incidents with which his excursions abound; indeed, the pursuit of photography under such circumstances must be specially interesting. The artistic and scientific hobby is also a good parry to the oft-expressed thrust respecting "always gadding about on that machine!" The pictures produced prove his "gaddings" to be worth something after all; others become a little envious, and would like to join; paterfamilias, formerly "death on them," exhibits now some interest—even speculates on the possibility of excelling the young men, reads up bicycling intricacies, and finally "goes in" for a superior "rotary" motive, steady three-wheeler, and heads the ranks.

The tricycle is, of course, the most useful as a camera-carrier, and is commonly used for the purpose, no great ingenuity being required to carry with ease a small outfit. An amateur acquaintance of mine, with a superabundance of energy, is continually tricycling across country with one of the lightest of half-plate cameras, a few pasteboard dark slides answering his purpose admirably; but, as the construction of the camera will only allow of a lens of one particular focus, it will be of limited use. A large apparatus is easily attached, and no doubt does able duty for many.

With the bicycle the case is different. Every little increase of weight is of amount; and the very lightest of materials, which also possess the best technical capabilities, should be selected. These are now-a-days readily obtainable—indeed, they are special studies with manufacturers—and there need be little difficulty in procuring the right articles. Apparatus most wonderful in simplicity, plates miraculously responsive to almost every wish (so we are told), virtually flood the market; but it is a great mistake for the beginner to imagine, as a good many do, that the necessary taste, judgment, and skill, are included in the purchase. The capabilities of our art have been so noised abroad of late that one is getting quite reconciled to the technical phrases and ostentatious familiarity of detail displayed by men who really have no more than a passing acquaintance with the subject. The tyro, lacking the necessary qualifications, however, very soon falls behind; but his short practical experience, at any rate, enables him to see beauties in photographs formerly unobserved, so his time is not altogether lost.

But to return to the equipment of a bicyclist. I have frequently carried a quarter-plate outfit with little or no inconvenience. In a leather case strapped to the back as a knapsack were closely fitted a bellows camera, three double dark slides, focussing cloth, etc., and two or three pieces of

Turkey-red cloth, used when changing plates, in strange places. One or two symmetrical lenses which fit the same flange, are exceedingly convenient. Being very small, they can be carried in the waistcoat pocket. Many do not approve of a knapsack, and prefer "*multum-in-parvo*" bag attached behind the saddle. The former is considered heating, although I have not found it so indeed, with custom, it's never felt—while with the latter, from the position behind the rider, the weight is intensified; and, further, the knapsack being on the person, is always handy.

The tripod has ever been a great nuisance with travelers; indeed, I see in these pages, at the recent meeting of the Manchester Photographic Society, a member advocated its disuse altogether, and for instantaneous exposures found holding the camera under the arm answer his purpose.

In general practice though, drop-shutter exposures are not the rule, so we are compelled to retain the tripod. The bicycle itself has been recommended as a substitute, and many ingenious methods of balancing have been contrived; but it is simplest, in the end, to carry the right appliance. Mine was made of metal tubes, each leg in two parts, one sliding within the other when packed. It suited very well except for the vibration, which, when used its full length, was fearful, but used half-length it was rigid enough. When folded, the whole would be about two inches diameter, and very light. It was firmly secured to the backbone, and almost looked part of the machine. A leather socket fastened behind the saddle, another on the fork of the hind wheel, and a strap near the step kept it in position; and, with some tiny India-rubber bands round each tube, not a rattle betrayed its presence. I believe there are many better to be had, combining lightness with rigidity.

A limited supply of plates can be strapped on the bicycle-head, where a little weight is not so objectionable. Further supplies, if on a long tour, can by pre-arrangement be forwarded by rail. Exposed plates can also be got rid of in a similar manner. At a hotel a cigar-box is always obtainable, and with plenty of meal, bran, sawdust, or such like, there need be no great trouble in packing safe against breakage. The plates can be changed in absolute darkness with practice, or the Turkey-red cloth, before mentioned, can be employed. The necessary change of linen can be stowed in a satchel, or "*multum*," behind the saddle.

Mr. L. Warnerke's famous roller dark slide, with endless band of tissue, is a marvel of ingenuity, and would save a world of trouble by the ease with which a large number of negatives can be taken, by simply turning a screw, unrolling the sensitive material ready for consecutive exposure. With reliable films, the extent of its utility would be unquestionably great, not only to bicyclists, but to all travelers wishing to bring home *souvenirs* of their tours,

THOMAS M. LAWS.

The British Journal of Photography, Nov. 10.

What the Owl Would Like to Know.

Who introduced Moseman of the K. C. W. to "Chic?"

Why can't New York wheelmen do, at least, as much as their Brooklyn brethren, and give us some kind of an entertainment this winter, that will redeem our past disgrace in this line.

When will the "citizens" redeem their promise to the "owl" and extend to him an invitation to sit upon some lonely tree in the park, and blink his eyes at the glare from out their cosy quarters filled with brave men and fair women who will there assemble to greet them at their house warming.

When will the Ixion's banjo trio be ready to discourse sweet music from tortured catgut, under the able manipulation of Messrs. Wheeler, Newman and Peoli?

Why does the "owl" see so few B. T. C. badges?

Why does the genial "Col." so seldom show himself here? Can it be the reception that is given him, or the poorness of our quarters? To the "owl" he seems the "beau ideal" of a bicyclist and goes more towards making converts by his presence than he could by any other means.

Whether Capt. Thompson of the Lenox now thinks that Meyers can beat George in the three quarters.

Why do the Manhattan's and Mosely's Harriers not have a bicycle race in their forthcoming games at the Madison Square Garden? Are they disgusted at the specimens they have already had?

Why don't "Papa" Weston give me some encouragement concerning a B. T. C. uniform? I have carefully read the WHEEL, his official organ as well as the absence of any moon will allow a poor antiquated owl to read, but found nothing definite enough concerning same to warrant me in believing that if I were to join his noble band, that I would be able to cover my brown feathers with a suit of checkered gray this winter.

Will I see the League meet here or in Washington?

Will the entries in Washington races be reopened for new entries or limited to the present ones.

Why have "Stop watch" Harris and "Fifty mile" Howard returned from Washington enthusiasts on the merits of the graceful "Star."

Why did Howard get run over by a horse car? It couldn't have been that he too met a "farmer's daughter."

Why has the "Owl" never before seen in New York a uniform that meets all requirements of gentility and sobriety until the Ixions got their present one?

Why don't brother Tolman send on the two bronze medals won by Pitman at Worcester six months or more ago? Surely the "Vet" is an amateur now,

The "Star Bicycle Galop" must be as you remark a very lively one, especially for the rider. Don't you think the "Kangaroo Skip" or the "Grasshopper Jump" would be more expressive of the style of locomotion the riders of this bicycle (?) indulge in?

What Langtry thinks of Boston bicycles and whether she rides a "trike"?

Why Harry Jones don't become a bicyclist?

How much Jimmy made in the beauty show at Bunnells.

THE OWL.



Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees \$2.50, which includes silver badge. Annual dues 75 cents.

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MEETINGS.

Half-yearly general meeting will be held at Neptune Hotel, Liverpool, England, Dec. 16th.

NOTICES.

All members entitled to badges who have not received the same, will please report at once to the Chief Consul.

Members in cities and towns are requested to report to the State Consuls the names of those who will act as Consuls for that district.

The Chief Consul has issued a Membership Blank, that will be forwarded to any address upon receipt of stamp.

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TO LEAGUE MEMBERS:

At the meeting of the Board of Officers, held in Boston October 20, it was voted that a "list of candidates for membership and also special notices of league matters" be furnished THE WHEEL, at the same time as the official organ. Members will see that by subscribing to THE WHEEL, they can obtain all the necessary information at a moderate expense.

Editor of the Wheel:—The following applications for Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,

FRED. T. SHOLES, Cor. Sec., pro tem.

CHICAGO BI. CLUB (additional).—J. N. McDonald, Ernest Mehring, Charles Kent, H. G. Shafer, Frank E. Yates. Headquarters Chicago B. C., 189 Michigan Av.

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ATTENTION, CHIEF CONSULS.

The time is now ripe for action in all branches of L. A. W. work, and we certainly think that all are prepared to engage zealously. It is necessary to replenish our treasury before much can be attempted, and will you individually as well as through your representatives and consuls exert every effort to bring in the delinquents, as also the names of applicants.

An excellent movement has been almost simultaneously instituted by three of our chief consuls, and so far as credit is concerned, they are all upon the same footing, as they individually inaugurated the new departure in their respective states, with apparently no mutual understanding. We refer to chief consuls C. D. Standish, of Michigan; Fred. S. Pratt, of Massachusetts; and C. A. Hazlett, of New Hampshire. They have been furnished from this office with a full list of L. A. W. members under their jurisdiction, including both the paid and unpaid. Consulships are to be established at all important points, while the unpaid are to be seriously interviewed, and we sincerely hope that hundreds of this class will be restored to the fold.

Will every chief consul observe the action taken by the officers of the Massachusetts Division, L. A. W., at their meeting recently held in Boston. It promises well for the future. We are well aware that our national association covers a wide tract of country, including many peculiar elements, nevertheless, we see no reason why our English friends should so far outstrip us in membership, even if they have been organized a few years in advance of us, so has the English nation, but young America acknowledges no superior, why should she in bicycling any more than in other respects?

We have no sympathy with that class of Americans who attempt to further their own private schemes by attempting to injure the L. A. W., when we seriously require their aid rather than their sarcasm.

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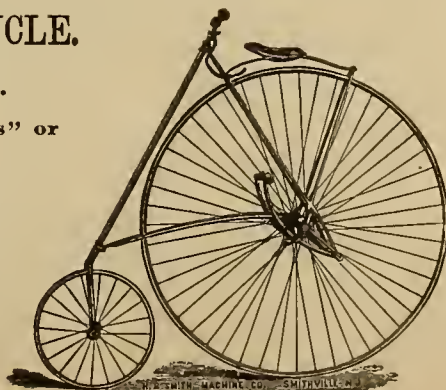
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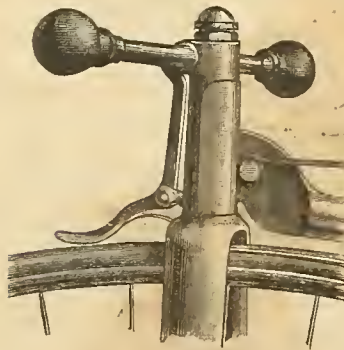
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