

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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[Vol. V.

CONTENTS.

No. 20.]

Louisville Races	554	ress; Transportation; Ixionics; Cycling Mems.;	
Editorial: Bicycle Bells	555	Construction of Machines	557
Wheel Club Doings: Sacramento; Montreal;		The L. N. H. W.	560
Chicago	555	L. A. W.: Applications	561
Races: Boston, 13 September; Boston Bicycle		Tricycling; The Victor; Victa Harvard; Notes	561
Club; Notes	555	Currente Calamo	561
Correspondence: What is the League Doing?		To my Wheel	562
The League; Small Clubs; Inventive Prog-			

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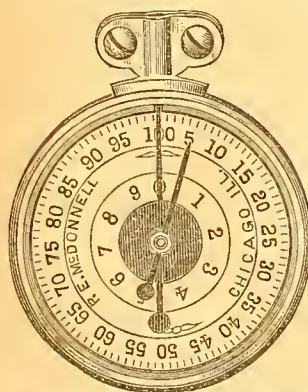
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ORDERS FOR

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SPRINGFIELD, MASS.,

Wednesday, 20 September, 1882.

GRAND Bicycle Tournament,

Given under the auspices of
THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of \$500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of \$200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value	\$125 00
*2 " " 3 " "	125 00
*1 " " 3 " "	75 00
½ " Dash, 3 " "	50 00
Slow Race, 100 yards, 3 prizes, value	25 00
1 mile without hands, 3 " "	50 00
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*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, \$30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	\$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " 3 " "	75 00

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C. W. HUTCHINS' BRASS BAND, 22 Pieces,

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Entries Close 15 September.

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FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

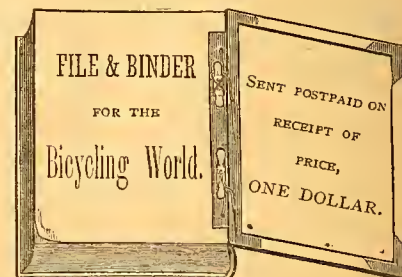
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FOR SALE.—A 50-inch Timberlake, ball bearings to front wheel, King of the Road lamp, and all accessories; just imported from England. Address G. SUTTON, 156 Sumner street, East Boston, where it can be seen after 6 P. M.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....	\$2.00
Six months ".....	1.00
Three months ".....	.60

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 22 SEPTEMBER, 1882.

BICYCLE BELLS.

THOUGH not compelled by law to carry bells, the riders of this country, to a great extent, appreciate the advantage of some sort of instrument to warn drivers and pedestrians of their otherwise silent approach. The habit of many riders of using a loud gong bell on every possible occasion cannot be recommended, as it appears to the unoffending citizen as if the bicycle alone had the right of way, or that it is such an unstable and dangerous vehicle as to require favors from all to have an existence. For the same reason we discourage the loud and startling cries often uttered to warn pedestrians at crossings to allow the "little tin god on wheels" to pass. No thoughtful, intelli-

gent, or gentlemanly 'cyclist will ever do anything to cause riders of the wheel to be considered a discourteous class, or bring them into public disfavor. We have found that if one rides carefully, and at a lawful pace, there is little need of any warning in ordinary cases, although for night riding a constantly ringing bell, in addition to a lamp, is not to be despised. In England, where the by-laws of "local government boards" require bells to be carried, the most common in use is an ordinary spherical or sleigh bell, which is fastened to the step, axle, or handle bar of the machine. The latter place is the most popular and convenient, as the bell in this case can at any time be silenced or removed altogether and placed in the pocket. This is very convenient on a long journey, as the continual jingling is to many riders very annoying. Challis's stop-bell is deservedly popular, and is similar to that we have mentioned, but is usually larger and more melodious. This bell is provided with a spring socket in one of the holes, so that the bell can be silenced at any time by forcing the ball into this hole with a cord and rubber spring, with which it is provided. It is attached to the handle bar by means of a strap or bracket; the latter being preferred, as it increases the vibration and places the bell in the best possible position for emitting sound. The Facile stop-bell is similar to the latter, but is barrel-shaped instead of spherical. It is the latest introduction of this class, and is well spoken of.

In the matter of gongs, our own country has furnished whatever is required, and we have no need, fortunately, to call upon England for our supply of this part of the bicycle. The American "Automatic Alarm" seems to meet every requirement, and is a general favorite with those that use them. The alarm is produced by pressing a little wheel on the front tire by means of a lever provided for the purpose, and is continuous while the pressure is on. The ordinary gong bell is so familiar to all riders that no description is necessary. The latter class of bells or gongs are the most popular in this country. The ordinary spherical bell, however, is very convenient, as it can be removed at any time, and can be obtained of any harness dealer. It should be provided with a small strap, about four inches long, to secure it to the handle bar.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures: —

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

30 September. New York, Manhattan Athletic Club games. Two-mile bicycle handicap, L. E. Myer, 8th avenue and 56th street.

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

26 September, moonlight run and supper at Woodland Park Hotel, starting from headquarters, at 6 o'clock P. M.

SACRAMENTO BI. CLUB. — A bicycle club was formed in Sacramento, Cal., 24 August, with the following organization: President, Douglas Lindley; captain, R. R. Flint; lieutenants, E. B. Carroll and H. A. Marvin; secretary and treasurer, R. H. Hawley; bugler, A. Scheld.

MONTREAL BI. CLUB. — *Ed. Bicycling World*: — I submit my usual monthly report of our proceedings: Mileage for August is 205 miles; number of rides, 9; attendance, 58; average, say 6. The five highest individual scores are: J. A. Muirhead, 395 miles; H. S. Tibbs, 369½ miles; J. Trotter, 334½ miles; H. Joyce, 242½ miles; J. H. Low, 230½ miles. A 3-mile race was contested at the Caedonia sports, on the Montreal Lacrosse Grounds, on 5 August; F. C. Holden, J. H. Low, and A. T. Lane taking first, second, and third places respectively.

THE CLUB DAWG.

MONTREAL, 11 September, 1882.

CHICAGO BI. CLUB. — At the regular business meeting of the Chicago Bicycle Club, Grand Pacific Hotel, Chicago, 12th inst., fifteen members present, it was voted to change the uniform from gray to a darker color, black being in favor. Definite action was delayed until the subject could be examined into further. The resignation of Ex-Capt. Blinn was presented and laid on the table. An invitation to attend races at Waukegan, Ill., 27 September, was accepted, and thirteen members agreed to go. The race will be under the auspices of the Chicago Bicycle Club. A committee was appointed to look up suitable headquarters.

RACES

Coming Events.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

30 September. New York. Two-mile bicycle handicap, under the auspices of the Maohattao Athletic Club.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket

Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

BOSTON, 16 SEPTEMBER. — ANNUAL TWENTY-MILE CHAMPIONSHIP RACE OF THE BOSTON BICYCLE CLUB. — The third annual twenty-mile contest for the gold medal and championship of the Boston Bicycle Club was held at Beacon Park, Boston, last Saturday, and proved both interesting and successful. The medal was won in 1880 by J. S. Dean, and last year W. W. Stall took charge of it, making time which has hitherto been the best out-door for that distance, — 1h. 23m. 5s. In addition to the prize and honors to the first in this race, the club offered silver medals to the first three making the distance inside of 1h. 25m. The field officers were: Judges, A. L. Woodman and H. B. Colby of the Boston Club, and F. W. Whiting of the Chelsea Club; scorers, C. W. Fourdrinier and S. N. Turner of the Boston Club; timer, L. R. Harrison of the Boston Club; starter, Capt. E. C. Hodges of the Boston Club; clerk of course, J. S. Dean of the Boston Club.

The track was in good condition, but a very strong wind was blowing, — at times almost a gale, — which rendered very fast time impossible. There were eight entries, but Messrs. J. S. Dean and W. B. Everett withdrew, and the following faced the starter: W. H. Edmands, F. H. Childs, F. Morris, C. L. Clark, B. L. Knapp, L. T. Frye. This was the first appearance of Mr. Frye upon the race path since his serious road accident last May, and he was welcomed cordially, and his riding was watched with much interest. At the sound of the pistol all got off well, Clark taking the lead, and completed the lap in the following order: Clark, Edmands, Frye, Knapp, Childs, Morris. Then Frye took the lead and maintained the position throughout the race, riding in his usual fine form and continually increasing his lead. On the third lap, Clark fell back to third place, and Morris, who now began to show his mettle, was rapidly overhauling all those between himself and Frye, and on the completion of the second mile ranked No. 2, with Edmands, Clark, Childs, and Knapp following in that order, which remained unchanged to the end, except that Clark withdrew at three miles and a quarter, Knapp at thirteen miles, and Childs at fourteen and three quarters. Meanwhile the other three clung to the path despite the discouraging effect of the high wind, each desiring to beat the club record or at least win a standard medal. The timers knew already that Frye would beat Stall's time if he met with no mishap, and Morris also was showing wonderful endurance and constantly increasing his lead on Edmands. The riders were now being urged and encouraged by the spectators, and Capt. A. D. Claffin of the Newton Club went on to pace for Frye, assisting him materially, while Clark of the Bostons again

took the track to help Edmands, whose chances for securing a medal began to look slim; Morris, however, being now not only sure of his medal, but also sure to beat Stall's time. Frye completed his race a mile and a quarter ahead of Morris, and the latter came in about the same distance ahead of Edmands, who also won a medal by four and a half seconds inside of the standard time. The times taken were as follows: —

	5 miles.	10 miles.	15 miles.	20 miles.
Frye,.....	18.28	37.41	56.55½	1.15.34½
Morris,.....		49.19½	1.00.15½	1.21.12½
Edmands.....				1.24.55½

The championship medal must be won three times to become the permanent property of the winner. The machines ridden by the winners were: Frye, a 58-inch Yale racing machine; Morris, a 52-inch Yale roadster; Edmands, a 56-inch British Challenge. Frye and Morris both beat the best out-door time, although the record is much lower, C. D. Vesey of Surrey, England, making it at the American Institute Rink in New York in 1h. 15m. 4s.

BOSTON, 13 SEPTEMBER. — EXCELLENT RACING AT BEACON PARK. AMATEUR RECORDS AGAIN BROKEN. — On Wednesday afternoon of last week occurred at Beacon Park an amateur and a professional race, both which events were unusually interesting, and the former especially notable as reducing the time records of from six to ten miles inclusive. The affair was rather hastily gotten up and was insufficiently announced, so that, although the weather was exceptionally fine, there were but few spectators, — say sixty in all. The events began about half past four o'clock with the amateur race, the distance being ten miles, and the starters Frank Moore of Birmingham, England, J. S. Dean of Boston, A. D. Claffin of Newton, E. M. Bent of Framingham, and J. Hewitt of Boston. Moore gave his competitors each one minute start and these got off well, Claffin soon after taking the lead and completing the first lap in the following order: Claffin, Dean, Bent, Hewitt; and soon after the word was given Moore, who started after them in handsome style. The mile finished in the same order, but with Hewitt a long fourth and Moore rapidly overhauling him, which he did before the next half was scored, Dean at the same time pulling in front of Claffin, who after maintaining second place to the end of the two and a half miles again fell back and yielded to Bent, Hewitt having in the mean time retired. At this point Moore also changed, making a fine spurt and taking first position. The order now was, and continued to the seventh mile, as follows: Moore, Dean, Bent, Claffin; but here Bent in the third lap made a splendid struggle with Dean and led him for a short distance, but at the end of the mile fell out. Claffin also retired before finishing the next half-mile, leaving only Moore and Dean on the track, the latter pluckily continuing, although somewhat troubled

with a lameness in the back from which he had been suffering several days. Moore had taken up his handicap in the third mile and secured the race, but desiring to make a record he kept up his speed to the finish. His times at the end of each mile were as follows: one mile, 3m. 8½s.; two miles, 6m. 27s.; three miles, 9m. 48s.; four miles, 13m. 7s.; five miles, 16m. 30s.; six miles, 19m. 54s.; seven miles, 23m. 20s.; eight miles, 25m. 48s.; nine miles, 30m. 15½s.; ten miles, 33m. 34s. The third mile beats all American out-door time, and the sixth, seventh, eighth, ninth, and tenth *all* previous American amateur records for those distances. Dean's time for the ten miles was 37m. 42s.

The professional race was for five miles, J. S. Prince allowing his competitors, J. E. Mellen and Thomas Harrison, forty seconds start. This race was interesting, although no very fast times were made, Prince having the usual easy job. Harrison led for three laps and took Mellen's place to the end of the two and a quarter miles, when Prince overtook him and began rapidly to catch up Mellen's allowance also, but as usual, when he came up with his adversary's rear wheel he held there until the last lap, and on the home stretch the two came down neck and neck, Mellen making a gallant effort to keep the front, but without avail, Prince crossing the line a winner by two fifths of a second. Times: Prince, 3.13½; 6.35; 10.02; 13.24½; 17.01. Mellen, 3.26½; 6.52½; 10.26; 14.02½; 17.41½. Harrison's time for ten miles, 18.26. Judges: Arthur Cunningham, C. L. Frye, J. M. Kean. Timers: E. C. Hodges, J. A. Cobb. Scorers: Louis R. Harrison, J. A. Cobb.

MR. J. S. DEAN of the Boston Bicycle Club retires from the race path from this time forth, by the advice of his physician.

WE understand that Frank Moore made a practice mile one day last week at Beacon Park, Boston, in 2m. 56s.

HAD Frye been in proper training he would undoubtedly have beaten the twenty-mile record, Saturday, at Beacon Park, notwithstanding the high wind and an out-door track.

THE New York *Clipper* raises the question of V. C. Place's amateurship, he having been matched to race fifty miles against the pacing horse Ben Hamilton, 23 August, for an announced stake of \$2,000, — the race, however, not taking place. Mr. Place denies that the match was made with his knowledge and consent, and claims that he refused it when proposed to him.

THE racing programme of the Massachusetts Bicycle Club, announced last spring for the present season, having been interrupted through unsuitable track conditions, will, now that the embarrassments have been removed by the track at Beacon Park having been put in order, be resumed with the following events: On Saturday, 23 September.

at 3.30 P. M., at Beacon Park, one of a series of five-mile straightaway races for the club championship and a silver cup; the second of the one-mile series, to be run in heats, best two in three, for a gold medal; the second of the two-mile series, best two in three heats, for a gold medal. The one-mile medal is now held by R. P. Ahl, and that for the two-mile is held by Mr. A. D. Claflin, who also holds the championship cup. Two race meetings to be held in October will conclude the series.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

"What is the League Doing?"

Editor Bicycling World:—The columns of the *WORLD* have been haunted of late by critical remarks on the subject of the League and its management. Sometimes they have been marked by a spirit of fairness, but often they have been distrustful and almost abusive in tone. The official organ has witnessed these attacks with amazing serenity, evidently resolved to wait and see how well the League's defences were constructed to withstand such a fire; and its confidence is not misplaced. Undoubtedly the League is safe and able to hold its position; therefore no need of any champion to the rescue.

Few promises have been ventured lately for the future of the only national association in America declaring allegiance to the cause of bicycling. To have to record a perceptible faltering in the ranks of this great body of wheelmen seems particular strange at this time, when everything points to a strong tide of popular favor in behalf of our chosen sport. Sagacious ones do not forget, however, that like enterprises in the old country have prospered only after serious discouragements. The history of English bicycling associations affords no little ground for alarm during the present crisis.

I think that the apathetic condition of League matters, dating from the last Annual Meet, is the natural result of a combination of circumstances. It followed the eventful proceedings of 30 May, as a lull succeeds the tempest, and the quiescent stage was further prolonged by a passive awaiting State election returns. But, perhaps, most of all, the phenomenal dry weather has been ruinous to League enthusiasm, as it has to bicycling in general over the eastern part of the country.

Now that the various clubs are bracing up for the fall campaign, it is time for the mouthpiece of the League to assert its authority, and labor to stimulate its lagging energies to vitality. I believe there is plenty of vitality lying dormant in the organization, only needing an *encouraging* shake to wake it up to action. The

executive department is now well officered, and now claims the co-operation of the subordinate posts. Let the *WORLD* do its part in urging upon the State boards the importance of bestirring themselves promptly before winter set in. Insist upon a report from every State in the Union for publication in your columns, showing progress made in consular work.

I am aware that Massachusetts is looked to for example, and I will not hesitate to render account of the work laid out for this season. The State is being closely canvassed by its representatives for a proper selection of consuls. By the last of next week it is hoped that a large portion of the appointments will be made. Every consul is to be provided with League route slips, and he will be required to furnish accurate information to the chief consul as to the roads and hotels in his neighborhood. After a time it is purposed to embody these reports into map form, each map to represent a small fragment of the State, and upon a sufficiently large scale to indicate the various characteristics of each road. Such charts are now easily reproduced from pen drawings by photo-electro processes. An important duty of consuls will be the locating of guide-boards at advantageous points, and also of influencing resident wheelmen to contribute these signs.

Besides the routine of supervising consuls, assigning League hotels, and laboring to regulate railroad transportation charges, the board of officers have in hand the subject of State meets, races, and excursions under League auspices. A two-days' run over some of the finest routes in the State will offer an attraction to League members next month.

Now that old Massachusetts is marching to the front, let the other States fall in and unite in making a respectable showing. I have no doubt that such items of intelligence will be read with interest.

FRED. S. PRATT,

Massachusetts Chief Consul L. A. W.

The League.

"MILFORD? Milford? It seems to me I have heard of that town before," says a gentleman to a citizen of that place, who was extolling it. So one might say of the L. A. W.; but if asked what it really is, and what it has done, he would have to be blessed with a powerful imagination to give an intelligent answer. I am not a member of the L. A. W., and so I can look at and discuss the matter in a sort of a disinterested way. Lest some reader may say I am disgruntled, I will remark I am not, for the simple reason that after being a member for two years, I failed to see the least benefit that I or my club derived from it, and hence I have nothing to be disgruntled about. It is claimed that membership in the L. A. W. will entitle one to consideration and attention from wheelmen all over the country. Were I a League member and happened to be in San Francisco, I should as soon think of saying to a

wheelman there, "I am a citizen of the United States," as to say "I am a member of the L. A. W." Should a man say he was a member of any of a dozen clubs in New England that I can mention, it would entitle him to more consideration. For instance, I know of a case where twenty members of the L. A. W. protested against the admission of a candidate, but it was counted of no consequence. There are many persons to-day who are members of the L. A. W., who are scarcely recognized by the majority of wheelmen in their own towns, and who have been black-balled by their local clubs. The only qualification for membership is a negative one, and is simply that the candidate shall not be objected to; and I ween it would not make much difference if he was. One of the peculiarities of the above fact is that any attempt to explain it away only makes it the more obvious. This must naturally be the fault of organizations of a national character, where local preferences have no weight with the great head centre. Of course I do not mean to intimate that the L. A. W. is not a highly respectable organization, for we all know that it is. What I do say, however, is that membership in the L. A. W. is of itself no certificate of respectability. Can any one dispute for a moment the fact that the two hundred riders assembled at Worcester last week would average up better than the same number of men who were simply members of the L. A. W.? Ergo, what club wheelmen need more than anything (except perhaps rain) is leagues of clubs and not leagues of wheelmen; say from five to six leagues, one made up of the New England States, and the rest from other parts of the country. These smaller leagues could get down to business and amount to something: issue maps, guides, make wheel matters boom, and give club wheeling the character it will need for the next few years. Do not feel hurt, unattached wheelmen, at this article, but form yourselves into clubs and join these leagues, which, sooner or later, are coming. Perhaps a grand parade of these six leagues once in three years or so would not overshadow any L. A. W. meet of the past or future; I think it would. So long.

ÆOLUS.

Small Clubs.

Editor Bicycling World:—Several cities can indorse your correspondent "Fad" in this matter. Baltimore had a club last year, the chief object of which was to buy machines from the local agent. One man tried to run it to suit himself, and at a club meeting he black-balled a proposed member whom he feared might get too popular and interfere with his business. The result was that the club expired quietly, and was never heard of again. The same element is too evident in our present club, and the members fully appreciate "Fad's" idea that there must be stronger ties than the mere ownership of a "bike"

to make a club. The club being "owned" as it were by an agent, and run to suit his interests in selling machines, keeps it aloof from others, and renders the clubs jealous of each other. We can offer this advice to all clubs: "Never allow a bicycle agent to hold any office in your club, or to manage its finances." We have between thirty and forty members now, but the club is not what it should be, and we often half envy our little rival, with its ten members, no dues, no expenses, no club rooms, no badge, and the only qualification being that members must attend every drill and practice run, and that their social standing be such that no member would be ashamed to take them to see his best girl. There is some satisfaction in the feeling that you can walk down street with the men you have been out riding with, but few of the general run of club members can do it. It makes things run more smoothly. If the club hire a hall ten miles from town, in some suburb, and give a dance, they can all go, they can all introduce their lady friends to each other, and feel that they are among congenial company. If the average bicycle club were to give a dance, how many members would care to have their lady friends meet all the other members as *their* friends? The neglect of this element leads to much trouble. If you think a club mate socially beneath you, you don't care to have him call at your house and ask you to go for a ride, and if you snub him he hates you, and there is dissension at once. By all means, smaller and more select clubs. M. B. C.

BALTIMORE, 26 August, 1882.

Inventive Progress.

Editor Cycling World:—Boat racing was first practised in heavy, serviceable boats, which would not compare favorably with the elegant Whitehalls of to-day. Step by step, wooden, then iron outriggers were introduced, and the boats were built narrower. Spoon oars next came. A single scull weighing fifty or sixty pounds was thought to be a light boat. In course of time the weight was reduced to thirty pounds, the width to eleven inches, and the length increased to thirty feet. The following improvements are American: The sliding seat, with a mot on of about eight inches, was invented by Walter Brown. His patent, a good one too, has not yet expired, and still no royalties have ever been collected. Though this short length of slide became common in England, the long slide as well as the swinging pin were accepted by English oarsmen only after Hanlan's victories in that country. The windsail or windgauge and leg-o'-mutton bladed oars are productions of American genius. The weight has been reduced to twenty-two pounds by American builders, and paper has been successfully used as a material for planking shells.

Excepting accessories and parts of the bicycle not under the control of the monopoly, can we show that our copies in the bicycle line equal the English patterns?

G. M. F.

The Champion City Club.

Editor Cycling World:—I notice in the last issue of the WORLD an article from "Falstaff" concerning the Champion City Club, at which I am not a little surprised. He says "The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; . . . that they have about decided to withdraw from the L. O. W.; . . . that the general feeling in regard to the Champion City's action is quite severe," etc.

It would be interesting to us to know what action he has reference to, and how he obtained his information. True, a little item appeared in one of our local papers some time since, intimating dissatisfaction on our part; but such statement was without any authority from our club, and does not in the least express our views. "Falstaff" should know fully whereof he speaks before crediting us with some action which has never occurred, and certainly has a tendency to create a feeling toward us among wheelmen which we very much regret. We refuse to father any such sentiment, and wish to cast our verdict with the many that have gone up from all parts of the State that the late meet was a very pleasant and successful one, and largely because of the earnest efforts of our friends, the Buckeyes of Columbus.

B.

SPRINGFIELD, OHIO, 12 September, 1882.

Transportation.

Editor Cycling World:—I should be glad to see the above word adopted as a standing head in your paper; both because the interesting facts which are supplied nearly every week concerning the subject by your various correspondents would be more easily referred to if regularly grouped together in a particular column or page, and also because it would be of great benefit to tourists if you would prefix to this column an "honor list" of the railroad and steamboat lines whose managers have issued formal orders for the carrying of bicycles as baggage, and a "black list" of those lines upon which extortionate charges have been made. Only a little space would be required to keep this information standing in fine type, and the sight of it each week would encourage each touring bicyclist to add his mite to it just as fast as experience afforded him the opportunity. Furthermore, the exhibition of such a statement to railroad managers would help to convince them of the policy of having their roads appear on the creditable side of this weekly announcement to the bicycling public. It is only fair that each road which carries bicycles free should be freely advertised, so that, other things being equal, a tourist may be attracted to the region through which it runs, in preference to a region traversed by a road which will impose upon him whenever he is obliged to seek its assistance for a few miles. So too

in the case of rival lines between two definite competing points: the offer to carry bicycles free is a perfectly legitimate bid for wheelmen's patronage, and ought to be remembered even when no wheel needs transportation.

According to your Cadiz correspondent, the example of the Baltimore and Ohio road has been followed by the Pittsburg, Columbus, Cincinnati and St. Louis Railroad Company (extending through Chicago). If there are any other similarly important lines which have also issued orders favoring the recognition of bicycles as baggage, let their names be known. I note with pleasure, too, the case of the Alleghany Central road, "extending from Olean, N. Y., sixty miles to the south end of the Genesee Valley road."

Doubtless, on a majority of the short railroad lines in this country a tourist can get his wheel carried without paying anything beyond his fare as a passenger, because the baggage-men on such lines are generally a good-natured set of men and their cars are rarely crowded. But there are only a few of these roads which have issued formal orders to their baggage-men to give a civil reception to bicyclers; and these few deserve to be well advertised.

The programme which the Springfield Bicycle Club have been good enough to send me, concerning their annual meet and tournament of 20 September, may serve as a fair pretext for some advice to the managers of other such meetings as to their duty concerning this matter of transportation. The circular in question says that the road from the North "will reduce its rate to two cents per mile and carry wheels free." This is well, but it would have been better to insert in the circular the official notice of the head baggage-man to his subordinates; then, with that formal authority in his pocket-book ready to exhibit, no wheelman could have any trouble. Of the east and west road (Boston and Albany), the circular prints a list of reduced rates for round-trip tickets, and says "regular tariff for wheels," without telling what that tariff is,—a serious omission. Of the two roads from the south the deceptive statement is made: "Discount of twenty-five per cent made from regular rates, in case twenty-five or more tickets are purchased from any one station,"—deceptive, because there is no station from which twenty-five wheelmen are likely to embark. Since nothing whatever is said about wheels, the implication is that a regular or irregular tariff will be exacted against them.

Now, I insist that the managers of all affairs of this sort which are designed to attract bicyclers from a distance (and I ask the special attention of those Philadelphiaans who are organizing a wheel parade for their city's bicentennial show of 28 October) ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge. If "reduced rates" can be secured in addition to this, well

and good; but this should be secured anyhow. It is a matter of principle. It is a thing to be insisted upon at all hazards.

The railroad rates themselves are generally reasonable enough. I rarely see any reason for grumbling at them. If I want to go to Philadelphia, I am satisfied to pay what other people pay for going there. But I don't like to be swindled; and the thought that a baggage-man who groans and tugs over a hundred-pound trunk as a matter of course, will probably "strike" me for a quarter or half a dollar for sheltering a forty-pound bicycle that causes him no trouble, is a thought which tends to keep me at home. Hence, if I get an invitation to a Philadelphia parade, and with it an official circular addressed to all baggage-men on the line of road I wish to travel by, ordering them to take my bicycle without charge, that tendency of mind is changed. The invitation seems much more attractive than a statement of reduced rates would be.

In the case of a "tournament," railroad managers should be made to see that as it is "the wheels" which draw the crowd, the wheels ought not to be repressed by taxation, — even aside from the fact of their recognition on ordinary occasions as quasi-baggage. And it is because their special exemption from tax at "tournament" seasons will tend to their more general recognition as baggage on ordinary occasions, that I urge committee-men to do their full duty in this matter, reduced rates or no reduced rates.

There seems to me nothing unreasonable in a railroad making definite charges for transportation for a long distance, say one hundred miles or more; but for anything less than twenty-five miles, I think no charge ought to be made. It is the petty swindle — the command to pay as much for your wheel as your own fare costs — that makes a man angry. But if any railroads are willing to take a wheel as baggage for several hundred miles (*e.g.*, the Baltimore and Ohio), I say it is a creditable bid for bicyclers' patronage; and I hope the BICYCLING WORLD will see the propriety of advertising such liberal policy just as widely as possible.

KOL KRON.

WASHINGTON SQUARE, N. Y., 1 September, 1882.

Ixionics.

THINK of the magnitude and strength of our noble pa time if machines cost us \$80 instead of \$150 from the start!

OUR wheels receive much harder usage than in England, and so wear out faster; hence it would be safe to say that it costs a man twice as much to be a 'cyclist in America as in Europe.

A HARVARD man who was riding behind a Light Yale man on a country trip, the other day, informed him that his rear wheel sprung out eight inches in crossing a badly washed gully. On examination the wheel was found to be in its proper place. Query: Is not a

highly tempered steel backbone of some considerable elasticity better for rough roading than a perfectly rigid one, to lessen both the vibration and the strain on the head?

THE favorite tricycle seat for our fair riders in Jersey is the L. and B. pan seat. Will "London W." kindly say what pattern of skirt he would use — beg his pardon, would *have* used for the saddle?

"SMITH" (now you know) has about concluded to try a Coventry Convertible. Jones says it is n't consistent with the hymeneal vow, "till death do us part," and besides the "blarsted thing" has too much tendency to double up and squeeze one's (twos) knuckles in a very unloving fashion.

BY the way, none of the National Association prizes for the June championships have been distributed yet. Winners of the "record" console themselves with the reflection that "procrastination is the thief of time." Trust their amicable arrangements with the League have not infused into their veins the essence of do-nothingism that so sadly infects the latter organization.

ALSO that our unfortunate flyers who have been banging themselves up on the road had a better excuse than coat-tails.

I HEARD a remark at the Manhattan Athletic Club fifty-mile race the other day that contained a wholesome truth for our would-be prize winners. A couple of young Murray-hillers were watching the riders about the time Smith got into trouble, and left the winner in considerable doubt.

First gilded youth — "Who's going to win this race now?"

Second ditto — "Why, that rustic from Oshkosh, every time, you bet."

First g. y. — "But, demmit, look at his form —"

Second ditto (interrupting) — "Oh, hang his form; he's got nine hours of sleep every night steady, to back him up."

THE result of the race fully upheld this youth's judgment. Mr. Place's mount was a H. F. H. full roadster fully two sizes too small for him, and fitted with that Yankee abomination, the Burleigh saddle. He ate peaches and drank ginger ale *ad lib. en route*, but won hands down notwithstanding these indiscretions. The time was slow for such a perfect track and day, — some eighteen minutes behind the record. However, as everybody trailed Smith until he stopped, and no contestant knew himself to be a fifty-mile man, the result was satisfactory.

"SHADOW" HAMILTON on his 60 inch Yale made as pretty a picture as has ever been my lot to see on the cinder path. The latent power in his slim calves came out when one of the racers, Sandford, I believe, undertook to pass him. His immense wheel fairly leaped forward.

IXION.

Cycling Mems.

"CHIC" calls me to task for my remarks *in re* Pitman. If "Chic" will peruse the paragraph referred to in his "card," he will find that I expressed no opinion that will warrant his statement that I am "prejudiced" against Mr. P. As a matter of fact, my thoughts when I wrote the "mem." referred to were entirely in sympathy with the B. T. C., and my idea of courtesy was that the L. A. W. would be obliged to recognize Mr. Pitman's claims to amateurship. If I had been prejudiced against Mr. Pitman, I should have objected to his admission to the B. T. C., as I knew his application for membership was to be sent to England. Mr. Pitman will inform "Chic" that I gave him advice a few months ago which will secure his recognition as an amateur, if he follows it. I have always had kindly feelings toward Mr. Pitman ever since the spring of 1878, when he held for me the first bicycle I ever straddled. "Chic," I trust, will acknowledge that he has been a "little too previous" in this matter, and did not read carefully enough the "Cycling Mems." of "London W."

"GEESSEE" has, I think, the best of the argument in the matter of the rejected votes, as I fail to see how the vote of the secretary of the Worcester Club could be counted, and not the votes of the Marblehead Club. Both are on a par, as both signed their names.

WHAT 'cyclist has not been troubled with the discomforts of clothing wet with perspiration after a hard run, when the cold, clammy garments suggest chills and colds, with their attendant evils? To avoid these annoyances, the costume should be made of serge or flannel, with waistbands and pockets of thin flannel. A suit constructed in this way, and worn with woolen underclothing, will be found comfortable and healthy. Linen or cotton is an abomination, and as such should be discarded by all engaging in athletic exercises. The jacket should fit snugly, as indeed should all the clothing of the 'cyclist; as even if the underclothing is damp, the danger of catching cold is not so great, because the spaces left by loose-fitting garments allow them to grow cold. The tricyclist can easily carry a woollen jersey to put on during stops, or in the evening when the air is cooler. When touring, the clothing should be thoroughly dried and warmed each night, in order that they may be fit for wearing in the morning. Avoid all cheap clothing, as it is poor economy in the end; and a 'cyclist in cheap and ill-fitting garments is a sight well calculated to draw tears from a stone.

THERE is considerable complaint made of the Coventry Convertible, — not enough attention paid to the details of construction; faults the makers of the Coventry Convertible are not alone guilty of, I fancy. The tires on the steering wheels of trikes are constantly coming off, being a source of great annoyance. Hancock's tire, I should think, would obviate this

difficulty, as the corrugated surface allows the cement a better chance to "grip." The most satisfactory method of securing the tire is to have it vulcanized on the felloe. The only objection to the latter method is that in case a spoke is broken or other repairs needed requiring removal of the tire, the expense and difficulty is much increased, the removal of the tire necessitating its destruction.

IN conversation the other day with a visiting bicyclist, I asked him if he belonged to any club. His reply that "No, he was an amateur" was highly suggestive of ignorance of its subject, at least. But this gentleman is not the only one who has not the faintest conception of what constitutes a professional, as a well-known dealer announced to my astonishment that Mr. Place could not be a "pro," because he had ridden only ten months, — his idea being that it was necessary to have trained and engaged in the sport for a considerable length of time in order to be a professional. It is a question in my mind whether in such cases as these ignorance is all it is cracked up to be. I like bliss as much as any one, but when it approaches stupidity I had rather be excused.

LONDON W.

Construction of Machines.

Editor Bicycling World: — Much has been said on this head; but as progression is the word, we must not remain satisfied with our attained knowledge. All mechanically inclined bicyclists begin to undertake "improvements," as they call them, from the word go. I have seen one of the smartest and most accomplished (mechanically) scientific men in government employ, whose name is well known by all, commence to make improvements, as he called them, on the bicycle at the time of learning; and by no argument could he be persuaded that they were entirely uncalled-for, until experience had opened his eyes and taught him bicycle common-sense.

Bicycles are entirely unlike any other class of machinery, and no matter how good a mechanic a person may be, he cannot possibly understand the art and process of manufacturing a machine without having practical experience to open the way. For example, every machinist on seeing a bicycle thinks he can produce one to equal anything ever built; but we hardly need say that a "home-made" can be selected by its general appearance every time, and that none ever equalled a Harvard or much more a Yale, however minute they were in their plans. A perfect bicycle is rarer than truth, and will probably continue to be so as long as our riders will part with their ducats for anything less.

In this country we have no machine now manufactured which may be called perfect, or nearly so; no reason may be assigned for this which should satisfy the bicycling men of America. The monopoly restrict our manufacturers practically

from going into the manufacture of bicycles, and consequently England still leads the van with her grand array of perfect machines. Were our manufacturers permitted to compete for the market in this country, how quickly would we have the result in perfection of American-made bicycles! There is not a backbone made in America which will compare with the backbones put in fair makes of English machines. They are made by different process, and there is no plant in America which will make a seamless drawn steel backbone of fifteen or sixteen gauge equal to those used by Bayliss, Thomas & Co., Singer & Co., the Surrey Machine Company, and all other first-class makers in England, and simply because it is claimed that it will cost \$25,000 or \$30,000 to put in the proper plant; and the backbones cannot be produced without, so our manufacturers are obliged to use a stock which, although the nearest approach to it, is totally unlike the proper article; and to avoid accident, replacement, etc., they are made of extraordinary thickness and weight, thus handicapping the rider on the start with a dead drag on his back, which will be a veritable "old man of the sea" to him.

This is a fair sample of the style in which business is done here; the object is not to perfect the bicycle, but to make the most money possible while the market is in the hands of the monopoly. I often think of the argument advanced, and correctly too, in regard to the difference between the old bone-shaker and the bicycle, — that they are *totally different machines*, and should not be confounded: the effect of one, injury; the other, an increase of health. If there is such a radical difference, why should an old patent applied to a velocipede, and intended to be used for such purpose, be unearthed eventually after the complete failure and downfall of the old bone-shaker, and applied to a totally different machine, thus hindering the development of a great industry which promises to benefit the health and pockets of the great American public? Why? I say; and I call on every bicyclist in America to take the question to himself and answer it by seeking an escape from the dilemma, the way of which is plain.

Let us have a free market here, and our monopolists will be forced to place themselves on a reasonable basis; otherwise their profits will be reduced in the same way as would those of any firm which attempted to force an article of unpopular pattern at the same price, simply because it could be manufactured more cheaply than the styles called for.

There is no reason why our American bicycles cannot be made to compete successfully with English, taking into consideration our facilities and mechanical skill and invention; but the fact stands apparent that we are left, and only because one firm has bluffed the public into the idea that they have the sole right to control the bicycle business of America. The Pope Manufacturing

Company may say, "We have built up the bicycle trade of America," etc.; but I venture to assert that the fact that 300,000 bicycles are now in use in England alone, which have come into use spontaneously within twelve years, is sufficient to argue the success of the bicycle as its own apostle in America.

There are estimated to be 12,000 machines in America. Presuming that the Pope Manufacturing Company had built no machines, and merely received royalties, this would give them \$120,000 clear for their slight investment; and I know they have built some thousands of new ones on which their profits could not be less than \$30 each, say: —

8,000 machines at \$30 each,	\$240,000
4,000 " " 10 each,	40,000
	<u>\$280,000</u>

I draw it mildly, and only undertake to show our friends what they are subscribing to the support of those who claim to be "advancing the interests of bicycling," etc. Few persons but would be willing to advance the interests of anything at that rate.

Now, gentlemen, the remedy is before you: let us endeavor to remit the duty on bicycles, and this can only be done by most strenuous efforts. "*E pluribus Unum.*"

MECH.

The L. N. H. W.

IN response to a call by Chief Consul C. A. Hazlett, a meet of New Hampshire wheelmen was held Sunday and Monday of this week, at Portsmouth. On Sunday, the Rockingham Club of Portsmouth and visiting wheelmen, in all about twenty-seven, made a pleasant run along the New Hampshire shore, visiting many places of interest. On Monday forenoon a parade of the wheelmen through the principal streets of Portsmouth was taken. At noon there were two scrub races on marine bicycles, the first being participated in by President Philbrick and Capt. Hazlett of the Rockingham Club, and the second by Capt. Gilman and Secretary Gilman of the Nashuas, both with about even results. In the afternoon the home club gave a complimentary dinner at the Rockingham House, at which were present, as special guests, his Honor Mayor Treat of Portsmouth, and W. E. Gilman of the BICYCLING WORLD. After the usual post-prandial speeches, Chief Consul Hazlett called the assembly to order, a State League of American Wheelmen was temporarily organized as follows: Secretary and Treasurer, C. H. Wilkins of Manchester; committee to prepare a constitution and rules, C. A. Hazlett of Portsmouth, E. M. Gilman of Nashua, and the secretary. It was voted that the BICYCLING WORLD be the official organ of the State League, which is to be styled "the League of New Hampshire Wheelmen," and will admit to membership only such wheelmen of the State as are members of the National League. This is the first State League to organize under the national L. A. W.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

CLEVELAND BI. CLUB.—Additional: W. H. Wetmore, Cuyahoga Falls, Ohio.

DETROIT BI. CLUB.—Additional: W. C. James, 170 Clinton street, Detroit, Mich.

ZANESVILLE BI. CLUB.—Additional: David Kapper, Zanesville, Ohio.

BOSTON RAMBLERS.—Additional: A. W. Fisher, 55 Bedford street; F. E. Bryant, 55 Bedford street, — both of Boston, Mass.

CINCINNATI WANDERERS.—Additional: Edward Landy, corner 4th and Plum streets; C. L. Harrison, Grandin road, E. Walnut Hills; George Burroughs, Woodburn avenue, E. Walnut Hills, — all of Cincinnati, Ohio.

PIONEER BI. CLUB.—Additional: Naboth E. Lindquist, Menekauue; Benj. C. Hoag, Marinette, — both of Marinette County, Wis.

MASSILLON BI. CLUB.—C. M. Russell, Frank A. Brown, Frank E. Williams, H. B. Coleman, A. H. Coleman, Jas. R. Donn, Edwin L. Arnold, J. J. Pitts, Wm. K. Warwick, and H. C. Brown, — all of Massillon, Ohio.

UNATTACHED.—Frederick McOwen, 905 Holly street, West Philadelphia, Pa.; Frank Lamkin, 18 East Main street, Norwalk, Ohio; L. M. Early, Ripley, Ohio; W. B. Evans, Ripley, Ohio; Clarence March, 390 State street, Chicago, Ill.; W. A. Hurlbutt, Stamford Conn.; William Wardrop, care Ernest R. Shipton, Salisbury, England.

TRICYCLING

The Victor Tricycle.

A WASHINGTON correspondent writes us under date of 13 September: "We were visited this week by Mr. A. H. Overman of Hartford, Conn., the maker of the Victor tricycle. He had a sample machine with him, which was considered by all who saw it here to be a step ahead of anything of the kind they had seen; the finish was very fine, and fully as good as the best English make. The following is a description of it: Double-driving, front steerer (front wheel almost in front of the right-hand wheel, which leaves an

open front). Driving wheels 50-inch, driving gear similar to the American Star; double-tire brake operated by a handle somewhat like the Rob Roy brake; adjustable celluloid handles; a very easy cradle spring upon which is fitted is a saddle, parallel bearings to large wheels, and cones or balls to small wheel, to be coated with Harrington's enamel; it runs very easily. Mr. Overman expects to have them ready for the market early in the spring; and prospects are bright, for quite a good many are coming to Washington."

Victa Harvard.

MR. WESTON, after an examination of the various makes of tricycles, has decided to bring to this country the Victa Excelsior, or as it will be known here, the Victa Harvard. It is the latest introduction of Bayliss, Thomas & Co., and is made in the usual workmanlike manner of that firm. The following description or specifications will explain fully its construction: Two 46-inch and one 18-inch wheel; driving wheels, 46-inch running level; $\frac{7}{8}$ and $\frac{13}{16}$ red rubbers; crescent rims; sixty and twenty-four No. 11 but-ended direct spokes; bell-metal links; ball bearings to all wheels; Stanley rudder head; rack and pinion steering; spade handle; pear-shaped purchase handle; double-cranked pedal shaft, running in ball bearings; rubber pedals on plain bearings; Excelsior driving wheel and Stanley's patent double driving gear; lever strap brake; adjustable seat rod; adjustable elliptical spring saddle; foot rests on frame; weight, ninety-five pounds; width, thirty-six inches. The frame is a weldless steel loop, the sides of which run up and forwards to hold the handles. The machine is a double-driving front steerer, and we can see no reason why it should not become a popular machine, constructed as it is on an improved plan, and after several years' experience.

JOHN M. FAIRFIELD of Chicago has just returned from an extensive tour in England, and brings with him two sample tricycles, a National and Premier, which are being sampled by Chicago wheelmen. Ex-Capt. Blinn has been converted from a bicyclist to a tricyclist, believing the tricycle more practical for general use. Mr. Fairfield has ordered a dozen tricycles of the former make, and thinks that for general use they are superior to the two-wheeler. Mr. Fairfield made a journey of over two hundred miles on a Premier tricycle in England, in company with Mr. Cooper who rode a bicycle, and manifests a decided preference for the three-wheeled vehicle for road use, as he could go about as fast, mount steeper hills, at the end of the day's journey would not feel so tired, and on the next day would be more free from the effects of the previous day's trip.

THE POPE Manufacturing Company will bring out a tricycle next season. It will be constructed on the general plan of the "National," manufactured by the

Birmingham Small Arms Company, but with some modifications, and will be fitted with differential driving gear, ball bearings all round, and will be double driving. The price will be a trifle less than an imported machine will cost the purchaser.

ON 22 August, Mr. John Hawkins, Jr., and wife rode a sociable tricycle 113 miles to London within 21½ hours, their actual riding time being 14½ hours. On the 24th they left London and reached Walsall, their destination, in 23¼ hours, the distance being 120 miles, and their riding time being 16½ hours. The roads were heavy and they had to encounter a strong side wind, besides several severe showers during the night riding.

COMPLETE detailed reports of Mr. Alfred Nixon's now famous tricycle ride from John o' Groat's to Land's End show that he actually rode one thousand and seven miles within thirteen days, twenty-three hours, and fifty-five minutes.

CURRENTE CALAMO

L. A. W. PRESIDENT MILLER's little daughter rides a tricycle.

CHIEF CONSUL HAZLETT and the New Hampshire wheelmen have made a good start.

CAPT. C. H. IMHOFF of the Lincoln (Neb.) Bicycle Club has been visiting in Boston during the past week.

The wheelmen at Beacon Park last Saturday were glad to see League champion Lewis T. Frye on the race track once more.

THE Boston Ramblers rode to Canton yesterday afternoon, stopped at Cobb's for lunch, and came back by the light (?) of the new moon.

FRANK MOORE, the young English amateur one-mile and twenty-five-mile champion, will return to England the latter part of this month.

ONE of our expert bicycling clergymen, the Rev. S. H. Day of South Abington, recently rode from that town to Boston, and return, the same day, a distance of nearly fifty miles.

CAPT. FRANK ESCOTT and Secretary W. C. Marvin, of the Grand Rapids (Mich.) Bicycle Club, have been on a wheeling tour through Michigan, Canada, and New York State this summer.

In connection with some sports at Park Garden, Providence, last Saturday, was a two-mile bicycle race for three prizes (two cups and a medal), the winners being J. M. Magoon, F. Binford, F. G. Pope.

THE hundred-mile race between Prince and Morgan is to be run at the opening of the Casino in Boston in November. The championship point has been dropped and Morgan will receive a mile handicap. The stakes will be \$500 a side.

H. C. WITMER, editor of *Latest News*,

Juda, Wis., and R. D. Evans of Monroe, Wis., have been wheeling from Juda to Springfield, Ill., a distance of two hundred miles. They averaged about forty-five miles travel daily, and give interesting accounts of the trip.

WILL ROSE, wheeling towards the Pacific slope, writes us latest from Rock Island, Ill., and is probably well on toward St Joseph by this time. Bad roads have been a great drawback thus far, and it is hardly probable they will improve farther west.

WE were in error recently in stating that League consular appointments of last year held over until new appointments were made. The term expired 30 May. The chief consul will make appointments on the recommendation of the State representatives.

FIVE Columbus (O.) wheelmen recently attempted a day's run of one hundred miles, but a high wind and bad road conditions caused them to shorten it to seventy-five miles, a most creditable performance. Another wheelman of that city recently made an eighty-mile run in one day.

MR. A. H. GARDNER of Milford, Mass., while riding down-hill one day last week with another young man on the step of his bicycle, fell, breaking his left arm at the elbow. Only a short time ago he had a fall, landing in such a way as to run the tip of an oil can clear through the fleshy part of his hand.

CAPT. F. W. KNAPP of the Rutland Bicycle Club writes from his city that he recently wheeled to Clarendon Springs to visit President Hawley and Mr. Bates, of the Capital Bicycle Club of Washington, and afterwards, with them, made a run to Castleton, and thence returned to Rutland, a round trip of thirty miles.

CHARLES SPANGLER, captain; B. Lindemuth, Victor M. Haldeman, Clayton Musser, John Libhart, Benton Hipple, and J. Witmer, of the Marietta (Pa.) Club, and Lemuel Mills, Frederick Achery, C. B. Longenecker, and W. F. Gorrecht of the Lancaster (Pa.) Club made a run to York to dinner, and return, recently, having a most enjoyable time.

THE eight crack riders of the Rochester Bicycle Club, who, under the leadership of Dr. A. G. Coleman of Canandaigua, are on their way to Topeka, Kan., stopped over in Chicago a day, and enjoyed the hospitality of the Chicago Club. In the evening they gave an exhibition of fancy riding on the smooth tiles in the rotunda of the Grand Pacific Hotel.

THE Philadelphia wheelmen are making arrangements on a grand scale for their great meet and races in connection with the bicentennial celebration. We have received several communications from different correspondents concerning it, which we have not space to publish in full. The committee comprised the best known and most energetic members of the several clubs of the Quaker City.

As we go to press, neither the "Indispensables" nor "Cortis on Training" have come to us. The English publishers seem to have no appreciation of the word "hurry," and the delay is as un-called for as it is provoking. The books are in the custom-house, but as no invoice was sent they cannot be taken out. We hope to get them out in a few days, and have no doubt but that we shall be able to ship them this week.

LACK of space last week obliged us to omit mention of the fancy riding and club drill exhibitions of the Buffalo Bicycle Club tournament, all of which was excellent. The participants were C. H. Hepinstall of St. Thomas, Ont., Perry Doolittle of Aylmer, Ont., W. J. Curtis, Smith, and R. A. Punnett of Rochester, N. Y., and the Rochester eight. Their performances were enthusiastically applauded. There were sixty-four riders in the street parade.

OUR esteemed contemporary, the *Wheel*, announces that on and after 4 October it will be published weekly, with its former well-known and enthusiastic editor, Fred. Jenkins, once more publicly at the front, and Chas. E. Pratt as editorial contributor. We believe that with its more frequent appearance it will accomplish still more for the advancement of American wheeling than before, and cordially wish it success as indicating the rapidly growing interest in our pastime.

THROUGH the efforts of the Bicycle Union, a good legal point has been secured for cyclists during the past month; the driver and guard of the Brighton coach, prosecuted for obstructing the highway and assaulting bicyclers, having been convicted and fined. The fines were small, but they suffice to establish the status and right of way of wheelmen on the public road. Since the act for which he was convicted occurred, the same coach was overturned by the horses shying at a tricycle, and the same driver got a broken arm; and this may have had something to do with the court's leniency.

THE Washington bicyclers, Messrs. Allen, Hansmann, and Seely have returned from their three-weeks' tour in the Shenandoah Valley. After visiting Luray Cave and the Natural Bridge, they rode home through Staunton, Winchester, Martinsburg, Hagerstown, Frederick, and Ellicott City. The number of miles ridden was four hundred and fifty. The longest run on any one day was fifty miles exactly, and the fastest riding was ten consecutive miles in fifty minutes, and the distance of twenty-two miles between Winchester and Martinsburg was run in two and a quarter hours. The outfit of the party was very complete, and the photographing apparatus was used on many occasions. The bicycles returned in good condition, and the riders are greatly benefited by their trip.

THAT excellent little pocket English monthly magazine, *Cyclos*, in addition to

its regular road maps, always contains much that is useful and instructive to wheelmen. The issue for September slightly turns its attention to American matters, and speaking of the BICYCLING WORLD's action in regard to the reduction of imports on foreign wheels, it suggests that English manufacturers ought to assist the movement with capital and by every other means; and after comparing the home cost of an English machine with the high price demanded for it when it reaches our shores, adds: "And it would not be at all strange if the manufacture of bicycles and tricycles were commenced on a large scale in the United States. It is not too much to look forward, in the no distant future, when the tables will be turned on us and the English markets become flooded with American machines. Coventry, the principal seat of manufacture, has lost the watch trade; let it be careful not to lose the bicycle and tricycle trade, which promises to become far greater than ever the watch trade was. What manufacturers should do would be to form themselves into a union, and by a united effort overthrow the stumbling-block to the progress of our sport in America, and likewise to the sale of their machines. Many persons in America, if it were not for the enormous cost, would indulge in the luxury of either a bicycle or a tricycle. We have this fact stated several times, and on the very best authority; but where the public can afford and are willing to pay £20, they do not care to risk nearly £40 on what really, after all, is only an experiment. We have had our say, and trust that we shall be the means of drawing the attention of English manufacturers to the importance of the subject, and that they will be 'up and doing.'"

To My Wheel.

O GLEAMING mesh of steel, to me
Thou art indeed a mystery.

Thy lofty perch I stride, content,
While people gaze in wonderment,
And poets chant in roundelays
Thine airy form and bird-like ways.

How fleetly dost thou bowl along —
All quiet save the merry gong —
Past field and wood and lake and brook,
Through shady dell, by cosy nook.

The bee drones in the waving grass,
Nor stops his humming as we pass;
The daisy nods in modest glee,
The bird sings gayly in the tree, —
All nature smiles in gladness bright,
While on we wing in rapid flight.

Wherever fancy turns we glide, —
Through dusty town, by ocean's side;
With light and joyous feelings rife,
Thou seem'st a very thing of life.

Thy potent charm around me cast
Binds me to thine allurements fast,
Ah, wheel! such is thy magic spell,
Resistance is impossible.

GESER.

MARBLEHEAD, MASS., 8 August, 1882.

THE THREE MEETS.

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Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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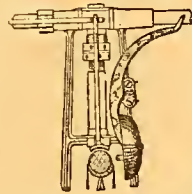
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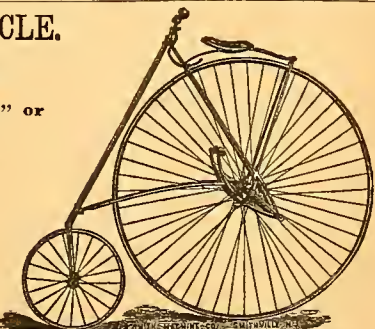
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