

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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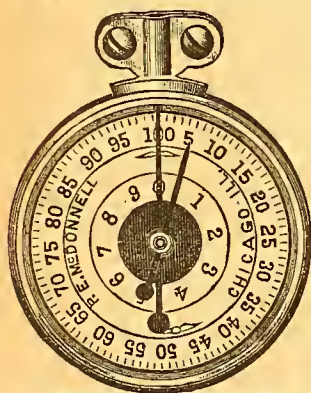
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PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

- One Mile in heats, open to all amateurs.
- Two-Mile Handicap, 200 yards limit. Open to all amateurs.
- One-Mile Race for novices, open to all never having won a first prize.
- Half-Mile dash, L. A. W. men only.
- Five-Mile Handicap, all amateurs.
- Competitive Club Drill in club squads of eight.
- Best Fancy Riding (single).
- Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.
- A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

3905 Chestnut St.

THERE was a young fellow named Moore,
Who came to America's shore,
To get our gold medals;
He made fly the pedals,
And wiped with our riders the floor.

In a mile-without-hands race a batch
Of bicyclers started from scratch;
A gold medal to catch
Inspired the match,
And the jewel was gobbled by Hatch.

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: —

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

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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, 29 SEPTEMBER, 1882.

THE LEAGUE.

As recorded in our last issue, the members of the League of American Wheelmen in New Hampshire have organized a State league for more prompt and efficient local action than can well be exercised by the more bulky and virtually distant national body. This accords with what we have repeatedly urged during the past year as a necessity of our immense territorial area. The League of Ohio Wheelmen was an outcome of this need, but it started on an independent basis in that it did not limit membership to L. A. W. members. Several times previous to the last L. A. W. Meet we called the attention of the body to the advisability of incorporating some pro-

vision for State leagues in the constitution, but the nearest approach to it made in the revision was the clause instituting State chief consuls and representatives. This was intended to meet the requirement, and may do so if the State officers evince a proper amount of energy. The communication from Massachusetts Chief Consul F. S. Pratt, published last week, indicates that a vigorous effort to accomplish something tangible is now being made in this State, and we hopefully anticipate the best results; and we also trust that other States will speedily follow the example of Massachusetts and New Hampshire and organize for local work. Referring to the freedom with which we have admitted to our columns communications commendatory, critical, and animadverting of the League, Consul Pratt says the official organ has witnessed these latter with "amazing serenity." Well, we have; but hardly, however, with the apathy evinced by the League itself during the past twelve months. If we have refrained from commenting in recent issues on these communications, it was not from a lack of interest, but rather because the proper officials have failed to supply us with information concerning the League, either positive or negative. We know no more what the League at large is doing than the most recently admitted member knows. If chief consuls or other State officials are doing anything to further the interests of the League in their respective sections; if they are taking any measures to secure free transportation of passengers' bicycles on the railroads; to lay out routes for the convenience of tourists; to direct riders to good public houses; to locate guide-boards or danger signs, — they are carrying on the work with a degree of modesty more injudicious than commendable. We are earnest and have been enthusiastic in our support of the League, and still firmly believe in its almost unlimited possibilities for the protection and advancement of wheelmen's interests. We confess to a strong feeling that much vigorous work is needed to realize the objects for which the League was established; but two years have elapsed and no system of consuls is found, and no proper means are provided of knowing the names and addresses of the few who have been appointed; we find no hotels named as headquarters; no sign-boards guide the ever-increasing number of its touring

members; railroads are as exorbitant in their charges as if no League with its vast membership was in existence; it has in no way made its influence felt on the outside community as a power to be respected through practical demonstration; neither has "the best legal knowledge" been "at the command of any member whose rights have been threatened," although it has not been without opportunities to fulfil its promises in this respect. These are some of the reasons why the "organ" has so serenely refrained from commenting on the criticisms and complaints of its correspondents, while admitting their communications to its columns. We trusted that those officials who knew best why these things were would themselves come forward and explain. They could not have more keenly and painfully felt the force of these criticisms than we; or they, knowing better than we, would have rallied to the League's defence with the best reasons they could adduce. The BICYCLING WORLD is the "official organ," or as Consul Pratt styles it, the "mouthpiece of the League"; but it cannot speak without inspiration, and inspiration must be imparted by knowledge. If the executive board, or consuls, or representatives are doing anything worthy of record, or have any information of value to wheelmen, they should impart it through our columns; or in the absence of such information, we must continue to bear the growls of malcontents with "serenity," if not with approval. Consul Pratt has begun right, not only in taking steps to make his department a working one, but also in publicly announcing in outline his plans and expectations; and we sincerely trust that similar communications will soon be forthcoming from other chief consuls. Be assured they and the League will have our heartiest support as "official organ." We desire to see the organization become as influential as its promise; as potent as its assumption; as useful as it is expected to be: but these conditions can be reached only by hard and earnest work. The work must, of course, be largely gratuitous, but on this account need not lack earnestness. It matters not who guides the helm, so it be guided well. Meanwhile we shall continue to admit criticism of it and of its official conduct to our columns, and shall ourselves criticise, but with the kindest feelings and with a desire to aid by suggestions

and advice all who show a disposition to work for it, and through it for the interests of the wheelmen.

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.]

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.

PENNSYLVANIA BI. CLUB.—*Editor Bicycling World:*—We have been working along pretty quietly since the organization of our club, for most of our members believe in taking things coolly and fixing them on a solid basis. Thus it was only a few nights ago that we decided on our uniform, and even this has been left partially open, in that the having of it is not made compulsory before the first of next year, so that any minor amendment can be settled at our annual meeting in November. Our uniform is as follows, and a right handsome one it will be too, especially on our 56 and 58 men: Dark-brown corduroy suit of a fine cord quality; polo cap of same material to match suit, with detachable droop peak; dark-brown stockings; celluloid collar and cuffs; and black shoes. Our club colors are blue and old gold, and our badge is a complete bicycle in miniature, with "Penn'a Club" inserted among the spokes of driving wheel. At present we are hunting up a suitable club-room, and our efforts, I think, will soon be rewarded by success. Our idea is to get a location close on the park limits, in West Philadelphia. Our members at present number fourteen, and we have to enlist others yet, so that "Pensey" will not make a very bad show at our big meet in October. On the above occasion the Pennsylvania Bicycle Club will turn out in white shirts,—of course I do not mean that we will limit our costume to only a shirt, but that will be the distinguishing feature in our dress. Our officers are as follows: President, E. W. Aaron; secretary, A. H. MacOwen; treasurer, W. H. O'Keefe; captain, C. M. Miller; sub-captain, J. L. Roberts. I believe our constitution calls for a bugler, but we have the dire misfortune not to number among us a single "Puffing Billy"; consequently we will be under the necessity of drawing lots for this office, and then, the result being known, the club will have to pay the fortunate man's tuition in the Philadelphia Conservatory of Music. Our average size for wheels is 54-inch.

ARTHUR H. MACOWEN, *Sec.*

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 handi-

cap, under the auspices of the Manhattan Athletic Club.

5 October. Keytesville, Mo. Bicycle races in connection with the Chariton District Fair, for gold and silver medals. W. E. Hill, president.

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, Place, Philadelphia.

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

BALTIMORE. — SEPTEMBER. — MARYLAND BI. CLUB. — RACE MEETING.—The first annual races of our club are over. The races were held on the third day of the Baltimore Oriole. The weather opened beautifully, and promised to give us a chance to fill the reserved seats. By 2.30 there were in Newington Park fully 2,000 people, the majority of them ladies. The bright sky and sun, the green field stretching a quarter of a mile in each direction, bounded by a 12-foot track, and in its centre the stacked machines all nickelled and bright as silver, and the grouping of the wheelmen in their handsome uniforms, the immense grand stand, on which were seated the famous beauties of Baltimore, in their variously hued dresses, made it a sight which will be impressed upon many of the 'cyclers present. By the time the races were started, a brisk wind was blowing down the stretch, which made the racers exert their limbs a little to get away; but coming in, they had the advantage of it, which brought them in at a stirring pace. The track, which was of dead rock, was four laps to the mile, and nearly circular. The officials were as follows: Referee, Edward A. Griffith, president of the Maryland Bicycle Club; judges, Leland Howard of the Capital Bicycle Club, Washington, J. D. Iglehart, Baltimore Athletic Club, and Lieut. Harry E. Brown of the Maryland Bicycle Club; timers, L. Stone King, E. H. Bennett, of the Maryland Bicycle Club; clerk of the course, E. F. LeCato, secretary of the Maryland Bicycle Club, assisted by Ernest Price; starter, Albert Trego, captain Maryland Bicycle Club. Previous to the beginning of the races, the Capital Bicycle Club of Washington,—twenty-eight men, officered by Capt. E. H. Fowler, Sub-Capt. John T. Loomis, and Junior Sub-Capt. S. P. Hollingsworth,—mounted upon their bicycles, paraded over the grounds and course. Their splendid appearance and graceful movements elicited great applause, and formed a fitting prelude to the sports. The first race was half-mile heats, open to club members only; first prize, Maryland Bicycle Club badge, value \$25; second prize, nickelled "King of the Road" lamp. The starters in the first heat were Arthur Harrison, J. D. Lord, Jr., and A. B. Bruce. Harrison won in 1m. 44½s. The second heat, between E. F. LeCato and Jere W. Lord, was won by Lord in 1m. 40½s., LeCato's time being 1m. 42½s. The second race was a two-mile dash open to all amateurs; first

prize, medal, value \$25; second prize, medal, value \$12. The starters were J. A. Ulman of Baltimore, J. J. Barrill of New York, A. G. Powell of Philadelphia, V. C. Place of Greenville, Pa., and Arthur Boehm of Baltimore. Barrill led on the first lap, but his saddle slipped after passing the scratch, and he stopped. Place then took the lead and held it to the end, winning in 7m. 5½s., Powell second in 7m. 20½s. The third and final heat of the half-mile race, between Jere W. Lord and Arthur B. Harrison, winner of the first and second heats, was won, after a remarkably close and exciting contest, by Lord in 1m. 39½s., Harrison finishing in 1m. 39½s. The fourth race was a one-mile handicap, open to club members only; first prize, medal, valued at \$35; second prize, nickelled Æolus ball pedals. A. B. Harrison and E. F. LeCato started from the scratch, J. D. Lord fifty and Charles T. Stran one hundred yards start. Stran, who is a fine young rider, maintained his lead to the finish, and won in 3m. 32½s., Harrison second. The fifth race was a three-mile dash, open to all amateurs; first prize, medal valued at \$35; second prize, medal valued at \$18; time heats. The starters were J. J. Barrill, V. C. Place, A. G. Powell, and Rex Smith of Washington. Barrill led in the first lap, but was overhauled in the second turn by Place, who won the race in 10m. 44½s., Powell second in 11m. 21s. The sixth and last race was a five-mile contest for the championship of the Maryland Bicycle Club, the champion's trophy being valued at \$65, souvenir valued at \$15 to the second man. The starters were J. D. Lord, Jr., Arthur B. Harrison, J. Day Flack, and E. F. LeCato. LeCato went out after the first mile, and Lord retired on his seventh round, leaving the race to Harrison and Flack, who finished respectively in 19m. 17s. and 19m. 26s. The time was good, though the race, on account of its length and the presence of only two contestants on the track, was the least interesting of the series. At the conclusion of the contests, Messrs. Rex Smith and V. C. Place gave an exhibition of fancy riding, Mr. Smith performing some very difficult feats.

At the close of the races, the Maryland and Capital Bicycle Clubs formed in line and rode to the club-house, where a lunch was served. I understand from Place he is going to Springfield. I certainly wish him success, for he is a good racer, and a tip-top fellow in every respect. Our club was exactly six months old on the day of our races, and we can congratulate ourselves that they were a success in every respect.

MARY LAND.

SMITHVILLE, N. J., 2 SEPTEMBER.—A one-mile bicycle race in heats was contested at Ridgway Park, 2 September, for a \$20 medal, by E. F. Burns of Smithville, and W. J. Smith of Bristol, England. The first heat was won by Smith

in 3m. 21s., and the second and third heats, and the medal were won by Burns in 3m. 19s. and 3m. 23s., respectively. Smith rode a 54-inch crank machine, weighing but twenty-nine pounds, and Burns rode a 48-inch American Star.

ALBANY, N. Y., 19 SEPTEMBER. — The first annual races of the Albany Club were held at Island Park, 19 September; and despite the strong wind and condition of the track, an enjoyable time was had. Fully five hundred people witnessed the sports. The first event, a half-mile dash in heats, was won by W. W. Cole in 1.34. The second race, one-mile in heats, was captured by Henry Gallien, Jr., in 3.56. The three-mile race was won by J. G. Burch, Jr., in 13.03; F. B. Hubbard second, 13.04½. For the above races handsome gold medals were given. Fancy and trick riding was then given by the members, and the prize, a gold and silver card receiver, was awarded to Mr. Burch. The final event, a five-mile race for club championship, completed the programme, and was won by Capt. A. H. Scattergood in 22.38½. The medal for this race is perfect in workmanship, and design. It consists of a miniature bicycle surrounded by a hammered gold circle, below which are sprays of leaves in colored gold. Above is a diminutive hub lamp set with a diamond, and a monogram composed of the letters "A. B. C.," the whole suspended from a scroll. Capt. Scattergood is to be congratulated for having won such a beautiful prize. The judges were Marion Randolph, Henry Russell, and Chas. Piepenbrink; scorer, E. S. Bettelheim; timer, John Mack. FIFTY-INCH.

SPRINGFIELD, MASS., 20 SEPTEMBER. — THE GRAND BICYCLE TOURNAMENT. — RECORDS AGAIN ALTERED. — THE GREATEST BICYCLE EVENT OF THE SEASON. — The grand bicycle tournament held 20 September in Springfield, under the auspices of the Springfield Bicycle Club, was by far the most notable and successful event of its kind yet occurring in this country. The preparations for it were begun early in the season, and the club was as prompt in announcing the event as it was liberal in its arrangements, circulars and invitations having been freely distributed throughout the country, not only announcing an attractive programme of races, but offering a valuable and varied list of prizes. In addition to this, the tournament was liberally and thoroughly advertised in the bicycling and general sporting press of the country, so that the affair had a national reputation long before its occurrence, and engaged the interested attention of racing wheelmen everywhere; the result of which was the drawing together of many of the fastest riders for competition and from sections quite distant.

During the day preceding many bicyclers arrived, and on the morning of the event the city began to present a most

animated appearance, not only by the presence of the large number of wheelmen but through the interest of the citizens themselves, who thronged the main thoroughfares to witness the arrivals and secure positions for observation; and when at about half past one o'clock the line of parade was formed to proceed to Hampden Park, the sidewalks were densely lined with enthusiastic spectators, and most of the stores were closed, and business was suspended during the afternoon, the people who could all moving to the park. At this place the grand stand and the general stand were speedily filled, and thousands were lining the course or grouped about the grounds, there being within the enclosure when the races commenced between twelve and thirteen thousand spectators. The parade was in two divisions, each preceded by a brass band of about twenty-five pieces, and there were full two hundred wheelmen in line, representing wheelmen and clubs, besides the home club, from Attleboro', New Haven, Conn., New York, Rutland, Vt., Brockton, Boston, Chicopee, Greenfield, Meriden, Conn., Glastonbury, Conn., Pawtucket, R. I., Mt. Vernon, N. Y., West Springfield, Worcester, Natick, Holyoke, Marblehead, Wilbraham, Easthampton, Northampton, Arlington, Glenn's Falls, N. Y., Waltham, Pittsfield, Mittineague, Newton, and other places. There were several tricycles in the procession, among which we noticed a Harvard and a Victor (Overman's); and six American Star bicycles added a novel effect.

The Park track was in fine condition. It is a fine clay road, one mile in circuit, broad, and well sheltered from the wind, although on this occasion there was but little breeze, and the sun was just sufficiently clouded without imparting gloom to the day. As usual, there was a little delay in starting the races, it being considerably past two o'clock. The starters in the mile race were: Will. R. Pitman of New York City; Frank Moore, Birmingham, England; W. A. Norton, Natick; C. W. Clark, Waltham; V. C. Place, Greenville, Pa.; G. M. Hendee, Springfield; J. G. Knowlton, Easthampton; J. W. Wattles, Jr., Boston; L. W. Morse, Attleboro'. The men got off well together, but Hendee slightly leading. At the half-mile Moore took second place and hugged Hendee's heels until on the home stretch, when he spurred to the front with seeming ease: and both men, now well in advance of the others, came home in fine form. Moore passing the wire in 2m. 54½s., Hendee in 2m 55s, and Norton third in 3m. 14s. Moore, Hendee, Norton, Morse, and Clark, only, contested the second heat, which was ridden in about the same order of tactics and results, the winners' times being: Moore, 2m. 57½s.; Hendee, 2m. 57½s.; Norton, 3m. 7½s.

The two-mile race brought to the scratch Moore, Morse, Norton, Place, B. G. Sanford of New York City, H. D. Clark of Mount Carmel, Conn., and H.

J. Hall of New York City. Place took the lead, the rest well bunched; but Moore soon took second place, and before the half-mile was made, they were all strung along the track at various distances, the Englishman rapidly overtaking Place, and before the mile was made he had settled himself comfortably into his usual position just back of the leader's rear wheel. Place's first mile was made in 3m. 2½s. The two leaders were now fair in advance of the others, and widening the gap until they passed under the wire, Moore first, having, after a gallant contest on the part of the Pennsylvanian, passed the latter on the home stretch, Clark a fair third. Time: Moore, 6m. 14s.; Place, 6m. 14½s.; Clark, 6m. 47½s. Morse, Norton, Hall, withdrew from the second heat, and the other four came in in about the same relative order and with the same result, except that Moore led the first mile in 3m. 19½s. Time: Moore, 6m 21½s.; Place, 6m. 23½s.; Clark, 6m. 30½s.

Pitman, Clark of Waltham, A. P. Curtis of Marlboro', J. Q. Hatch of Northboro', Hendee, Knowlton, and Wattles contested the half-mile dash, which was won by Hendee in 1m. 24½s.; Hatch second in 1m. 29½s.; Pitman third in 1m. 31½s. The best American half-mile time on record was that of A. G. Powell of Philadelphia, 19 September, 1881, the time being the same as Hendee's, 1m. 24½s.; but although Mr. Powell's performance is properly certified to and his time no doubt correct, yet inasmuch as it was a scrub and not regularly announced race, with regularly entered competitors, Mr. Hendee's time will have to take precedence as record time.

The half-mile dash for boys was entered for by Atty Hanks, Oscar Gengerbach, Chas. P. Adams, F. H. Walcott, and George Nash of Springfield, and H. Y. Smith of New York City. They made a very pretty race, the winners and times being as follows: Smith first, 1m. 43½s.; Adams second, 1m. 49½s.; Hanks third, 1m. 59s.

No female competitor appearing against Mlle. Louise Armaindo in the five-mile ladies' race, her manager, Mr. T. W. Eck, went on the track against her, Louise allowing him a half-mile start. This handicap she overhauled without much effort, riding in her usual good form and winning in 20m. 55½s., the following being her times by miles: First, 3m. 46½s.; second, 4m. 50½s.; third, 4m. ¾s.; fourth, 4m. 2½s.; fifth, 4m. 15s.

In the five-mile amateur, the following competitors appeared: Moore, Morse, Norton, Place, Sanford, and A. D. Clafin of Newton. In this race the judges insisted on Moore allowing all others thirty seconds' start, although we cannot see by what authority any race, after being announced and entered for as a scratch race, can be changed to a handicap without the consent of all the competitors. However, it made the race more interesting and occasioned the breaking of the five-mile record, an event which would

not else have resulted. Place took the lead soon after the start and made a good gap behind him, the others well bunched. Clafin, however, soon began to draw out of the crowd and took a good second position, and by the time the Englishman was given the word to go the whole were well strung out, with Place increasing his lead as if bent on getting such a start that Moore could not overtake him. Vain expectation, however; for the trained Briton had no sooner got his pedals well at work than he let himself out with a determined action that began rapidly to overhaul those immediately in front, and one after another in quick succession had a chance to study his form and style until before the second mile was completed, Clafin, who was making excellent time also, had but a very short lead, and when the three passed under the wire to begin the fourth mile the order was, — Place, Moore, Clafin, and the rest anywhere in the rear distance. No one now doubted the Englishman's success, and he was cheered and applauded frequently for his speed and pluck. He soon was seen close behind the Pennsylvanian, whose pace he then took for the rest of the race until nearing the home stretch, when he put forth his final magnificent spurt, to which Place gallantly responded, and the two came down the stretch for some distance almost neck and neck, but with Moore perceptibly gaining, and with such a tremendous final effort that he passed under the wire about two seconds ahead of Place, who was nearly a minute and a half ahead of Clafin. The full time from the commencement of the race to Moore's passing the wire was 16m. 17 $\frac{3}{4}$ s., from which deducting the 30 seconds with which he was handicapped, leaves Moore's actual time 15m. 47 $\frac{3}{4}$ s. Place's time was 16m. 19 $\frac{3}{4}$ s., and Clafin's was 17m. 57 $\frac{3}{4}$ s. The American record, held by G. D. Gideon of Philadelphia, and won in the Institute Fair building, Boston, last spring, was 16m. 10 $\frac{3}{4}$ s.

The one-mile race without the use of hands proved remarkably interesting, and was won by J. Q. Hatch, with Geo. M. Hendee and H. W. Tufts of Attleboro' good second and third, respectively. Time: Hatch, 3m. 28 $\frac{3}{4}$ s.; Hendee, 3m. 35 $\frac{3}{4}$ s.; Tufts, 3m. 36 $\frac{1}{4}$ s.

A twenty-mile professional race was both novel and exciting, J. S. Prince matching himself against J. E. Mellen and Thomas Harrison, and allowing them to alternate every five miles while he rode the whole distance. Harrison took the track against him first, Mellen doing the second five miles, then Harrison coming on again, and Mellen running the final five. The throng enthusiastically cheered each alternate as he took the path against the champion; but it was easily seen by those familiar with the men that Prince had the race easily, neither of his competitors being anywhere near his match. The excitement and enthusiasm continued to increase, however, and on the last mile it was perfectly wild and tumultuous, and especially when on turn-

ing into the home stretch, where Prince spurted magnificently past Mellen, and as he came down the course increasing his lead, the roaring applause of the spectators became deafening. He passed under the wire several seconds ahead; but as the figures will show, he was not particularly pushed by his competitors. His five-mile times were as follows: Five miles, 17m. 8s.; ten miles, 33m. 59 $\frac{1}{2}$ s.; fifteen miles, 51m. 18s.; twenty miles, 1h. 8m. 10 $\frac{1}{2}$ s.

The American records broken were the one-mile amateur, made by R. P. Ahl in the Institute building at Boston, 8 April, which was 2m. 58 $\frac{3}{4}$ s.; the two miles of A. D. Clafin at the same place and date, which was 6m. 21 $\frac{1}{2}$ s.; and the five-mile record of G. D. Gideon in the same place, 6 April, which was 16m. 10 $\frac{3}{4}$ s.

The track officials were as follows: Judges, E. F. Tolman of Worcester, C. R. Percival of Boston, and T. S. Rust of Meriden, Conn.; timers, O. W. Whipple, J. S. Dean, and H. C. Norton; scorer, F. H. Johnson of Brockton.

At the Coffey County Fair in Burlington, Kan., last week, a half-mile bicycle race in heats, best two in three, for a silver cup, and the State championship, was won by C. L. Severy of Emporia, in 1m. 37 $\frac{1}{2}$ s. There are to be bicycle races at the Lyon County Fair, also, and the young riders are in training for them.

A HALF-MILE scrub race is reported as taking place at Newton Highlands last Monday, 25 September, and the following times are given, the accuracy of which we have less doubt about than we have of the length of the track: F. M. Williams, 1m. 22s.; R. Richardson, 1m. 25s.; E. S. May, 1m. 27s. The average age of the riders was sixteen years.

BICYCLE races were to take place yesterday at Haverhill, Mass., Troy, N. Y., and Spring Valley, N. Y. The Waverly, N. J., races were postponed from the 22d to the 26th.

14 SEPTEMBER, at the Tonawanda Valley fair, held in Attica, N. Y., there was a bicycle race of one mile for five prizes, value aggregating \$62 50, the first of which was won by F. Westbrook of Brantford, Ontario; time not given.

At Leicester, England, on the Aylestone Grounds, 9 September, F. Wood won a five-mile race over R. Howell, the one-mile professional champion, in the record-breaking time of 14m. 42 $\frac{3}{4}$ s.

PRINCE's next race will be a ten-mile at Attleboro', next Thursday, against Mellen, the latter to have one minute start.

TRICYCLES are doing some fast work lately on the English paths. At Exeter, 2 September, W. H. Cashley won a three-mile handicap from scratch in 12m. 28 $\frac{1}{2}$ s., also a mile handicap in 3m. 31 $\frac{3}{4}$ s., on a Coventry Rotary.

FIFTEEN members of the Chicago Bicycle Club, "Steno" says, were entered

for the Waukegan races Wednesday, the 27th. The track is a half-mile of well-rolled sand and clay. Two prizes were offered for each of three races, five, three, and one mile, and in addition the members and local dealers offered extra prizes for slow and fancy riding and a quarter-mile dash.

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.]

The Philadelphia Meet.

Editor Bicycling World: — It is worthy of notice that but little news has been furnished to the WORLD from the City of Brotherly Love. Yet much has been done here to aid in establishing the rights of wheelmen and popularizing the "Prince of Vehicles." We have had our meets, races, and tilts with turnpike companies, etc., in all of which we have so far been successful. We are now undergoing the agonies endured by the Boston men who had charge of the first annual L. A. W. Meet. We too are preparing for a grand meet during the bicentennial celebration, and we are determined to make it a success. We shall parade in Fairmount Park, and take our visitors through its most picturesque portions, and at the end of the route we shall have a series of races, which will be open to all amateurs, after which a dinner at Belmont. The various railroad companies will reduce their rates, so that an opportunity is thus offered to wheelmen to visit Philadelphia at a light expense, and under circumstances which will render such a visit particularly enjoyable. There will be no more novel feature of the bicentennial celebration than our meet, and the striking example of progress made in vehicles, as presented by the bicycle, will be commented on by the historian when the meet shall have become a part of the history of this grand old commonwealth. H. B. H.

PHILADELPHIA, 22 September, 1882.

Manchester to Portsmouth.

OUR roads, which disappeared in a cloud of dust last July, have been returned to us since the late rains; and encouraged by that fact, the writer wheeled to Portsmouth to attend the New Hampshire meet. The run to Hampton, thirty-six miles, was made in five hours, including all stops, except one forty-five minutes for breakfast. The direct road would be from Exeter to Portsmouth, fourteen miles. I went to Hampton to meet the Rockinghams for dinner. Now the roads: To Lake Massabesic, four miles good, no unridable hills. Through Auburn, one and a half miles of sandy hills, and three and a half of good and bad, the bad feature being frequent short, steep, sandy hills. In Raymond, eight miles of excellent roads,

with no unridable hills, and some good coasts. Through Epping to Exeter, twelve miles, fair to good; a little sandy near East Epping, but quite level. Exeter to Hampton, seven miles, level and good riding. Hampton to Portsmouth, eleven miles, fair and level. A side run was made to the Sea View House, in Rye, seven miles, and return, *via* Little Boar's Head, over fine level roads, giving me a total of sixty miles for the day. SCRIBE.

MANCHESTER, N. H., 18 September, 1882.

Another Sensible Railroad.

Editor Cycling World:—Taking the hint from your columns, I recently wrote to the general manager of the Grand Trunk Railway of Canada, requesting that the extra baggage rate charged on bicycles be discontinued. I am pleased to say that the suggestion was favorably considered. I have received a letter from the assistant manager stating that hereafter bicycles will be checked free the same as ordinary baggage, except that they must go at owner's risk. As the Grand Trunk has just absorbed the Great Western Railway of Canada, and now operates over 2,000 miles of line, it will be seen that this is an important concession, and should have much influence in procuring the same favor from other leading lines. Bicyclists everywhere should press this question on the railroad magnates, and free carriage would soon be universally accorded.

W. J. McINTOSH,

Captain London Bicycle Club.

LONDON, ONT., 20 September, 1882.

New York Letter.

Editor Cycling World:—Riding the past week has not been very brisk, and while the club-men are drifting back to town, and you see their familiar faces on every side, they have not as yet commenced their regular fall riding, but come back with minds predisposed to hang around the club-rooms for a few days before venturing forth; and things are rendered worse, too, by the assistance given them in their loitering by the abetting presence of those who have been riding continuously for some time past. The week has been full of wrangle and debate, and the appearance of the *Clipper* article on the 50-mile race has set the storm afresh, and made men's tongues to wag faster than the pedals of a racing 46-inch. The pros and cons have been discussed and rediscussed, but Place has kept quiet until within the last day or two, when out he comes with an explanation, to effect that he was not a party in any way to the proposed race with the horse "Ben Hamilton," as stated in the *Clipper*; that the bet was made by a friend of his, and the forfeit money put up before he was consulted at all; that *then* they came to him, stated what they were doing, asked his concurrence in the little scheme, which he refused instant, as injudicious in the extreme, and hurtful to his standing as a member of the League,

to say nothing of the aspects of the case from a racing view. This is *his* statement of the case in point. He seems to have passed scathless, as far as protests are concerned, through all the Buffalo and Baltimore events, in addition to the 50-mile here, and now he laughs away the *Clipper's* paragraph from Springfield's track. Well, time will tell, and we will see what action will be taken there by the racing men generally, and if what Buffalo notices, but passes over, Baltimore forgets, and New York ignores entirely, will prove an eye-sore at Springfield. He has entered, too, for the Waverly, N. J., races on the 22d inst.; so have a number of New-Yorkers, Thompson, Pitman, Davison, and Sanford; and Springfield's action in the premises will probably find an echo at Waverly. . . . Doc. Beckwith has put 7½-inch cranks on his 100060th-inch machine, and even now his knees strike the air before his very eyes, and he is considering seriously the advisability of running them (the cranks, not the knees) clear down to the tire. All he needs is Fullerton's attachment. And by the way, if we are to believe all Fullerton says (and we have seen people that talk less), the days of Col. Pope's monopoly are numbered. The new attachment is to revolutionize bicycling with every revolution of the wheel. Gone are the good old days when muscle pushed the wheel and wind won the race; the day of science and the cog is near at hand (?). . . . Fred. C. Hand, League consul from Scranton, Pa., arrived here to-day (17th) on his vacation; leaves for Boston to-night, and says he will meet us at Springfield (*née* Philippi). We had his company at the Polo Grounds to-day, where he acted as referee for a scrub mile handicap, which the boys indulged in as a sort of preliminary to the 20th. Oliver, while trying a spurt in same, fell, and Pitman, being close behind, ran over him and was thrown, and both were badly bruised. . . . Speaking of accidents, Mr. Schuyler (of Schuyler & Duane), the veteran wheelman, while taking a spin with some friends, was run into by a drunken driver, resulting in a serious header, which rendered him insensible for quite a while. His friends, however, escaped, and took the damages out of the driver's hide. Mr. Schuyler then had the man arrested, and when brought before the justice was informed by his Honor that as the only sober moments of the culprit were spent in jail, a prosecution would be useless. Fred. Jenkins, I hear, leaves the business shortly, and intends devoting his whole energies to editing the *Wheel*, in which in the past we have seen so many evidences of his ability and fitness. . . . Club runs, of late, have been very scarce, the only one that turns out regularly and in force being the Manhattan. Half the club assembles at 791, and, after a short drill before the earthworks thrown up around the place, starts for the night rendezvous at 72d street. Beautiful, with their glimmering lights, they look, as off they go in single file, Jenkins first, Jenkins

second, Jenkins third, etc., etc.; 72d street is reached, the call is sounded, and forth from the darkness glides Bourne, in company front, and down along the Riverside they roll. The Jenkins half at 791 sprained its wrist the other day,—we are afraid to suggest "header," for Fred is a "power," and his strong breath protects him; and so now the Bourne half travels alone on its own good looks. At least, we surmise so, for sometimes, skirting the wall of the Riverside, we see far down a will-o'-the-wisp of a light above a wheel searching the depths below, like any Valkyria of old, for the wandering ghosts of the famed Manhattan riders lost long ago in headers over the famous wall close by Mount Tom and Charlie Howard's stamping ground, under the dense shadow of the convent's roof, and stretching down to the old stone house renowned in Manhattan archives. Peace to their ashes; but though "*Roi est mort*," still "*Vive le roi*," and our "eagle will still fly to Memphis." CHIC.

NEW YORK, 17 September, 1882.

Poughkeepsie.

Editor Cycling World:—The riding hereabouts has been so fine for the past few weeks that we have had only time to enjoy it, and none to spare for writing about it. Since my last communication two bicyclers have retired from our ranks, Messrs. Baright and Westervelt. We are sorry to lose them, as they are both good riders and pleasant, genial companions; but their business relations made it impossible for them to spare the time necessary to keep themselves in riding trim, so they reluctantly sold their machines and bid farewell to the sport, for the present at least. . . . Messrs. Schwartz and Emans returned highly pleased with Boston, and the attentions which some of the riders there showed them. Schwartz learned how the Boston men coast: he crosses his feet and leans back, and he tried to make your correspondent here believe that some of the most expert Boston riders were able to not only coast on the level, but also up hills, if they were *not too steep*. Your correspondent tried it, but struck a stone, and his foot (which is not as small as some) struck on the wheel and came near buckling the same. After that he did not try any Boston coasting. Schwartz himself allows that our roads are hardly up to that kind of work yet; still, it's a good thing to know. . . . We have some funny riders in this town. One of them, who has been riding two seasons, called on me a few weeks since and said, "Well, George, I've been taking a good long ride. I made up my mind that I would take one good long one, and see how it would affect me; so I mounted in front of my boarding-house, and rode plump out to Vassar College, and after resting awhile, remounted and rode plump home again. I was pretty tired, and made up my mind that the next time I took a long ride, I would use a long-distance saddle." Now, the distance from his

house to the college is about two miles, over a road as level as a floor, so you can imagine what a *stayer* he must be. . . . The bicycle race in connection with the fair of the Dutchess County Agricultural Society was run yesterday (29 September). On account of the poor condition of the track, and evident disregard for the comfort and safety of the bicyclers on the part of the officers of the society last year, there was only one entry from Poughkeepsie this season. The entries were as follows: James H. Ostrander of Poughkeepsie, H. Bostwick of Pine Plains, and George Ham of Washington. Bostwick won the first and third heats and the race, Ostrander the second, and Ham withdrew on second heat. The best time was on last heat, which Bostwick made in 3m. 48s. This year the track was in good condition. T. H. Ransom acted as judge,

"For he is a judge, and a good judge too."

This race not having been sanctioned by the L. A. W., or run according to League rules, or anything of the kind, I suppose the gentlemen who participated are "professionals;" [Not a bit of it. They are simply barred out of League races.—EDITOR.] and from what I can hear, I think they are *rather proud of it*. Ostrander was formerly a League member, but I understand his name has been stricken from the roll on account of non-payment of dues. The other two are not members of the League. Ostrander got \$10 for his share. [This makes him professional.—EDITOR.] The winner of the first has his choice of the money or a badge. I have not heard which he decided to take. To illustrate the "eternal ignorance" of the country newspaper man in relation to bicycles, I would state that the Poughkeepsie *Daily News*, in its report of the race, said, "The last heat was the fastest time on record for a mile heat." Your correspondent called the editor's attention to the fact that American riders were doing miles every day inside of three minutes, when he appeared to be thunderstruck, and said he would immediately write an article correcting the statement. Now, he will probably get as far from the truth in this last as in the previous article, so we are quite anxious to hear what next he will get off. . . . There is considerable interest felt in tricycles hereabouts and your correspondent thinks if either of the agents had enterprise enough to bring one into town, and let the public see what can be done with it, we would have several owned here next season. G. W. H.

POUGHKEEPSIE, N. Y., 21 September, 1882.

Haverhill Notes.

By invitation, members of the Bicycle Clubs of Lawrence and Haverhill were the guests of the Marblehead Bicycle Club the day and night before the L. E. C. W. meet at that place. The "wicked five," in fact several wicked fives, met us at Salem and escorted us to their "Cottage by the Sea" (on the Neck), sat us

down to a chowder "with fixin's," prepared by J. R. Schoff, and told us to enjoy ourselves. We did, most emphatically, and kept on doing so all the afternoon and evening. Come bedtime, the two "old 'uns" (wanting a good night's rest) accepted the very kind invitation of the married man of the club, and enjoyed the sleep of the just under his roof-tree. The rest of the boys slept when "Joey B." would let them,—which was seldom, for he was the Macbeth of the crowd, and most effectually murdered sleep. We all had a royal time; and when the Marblehead boys come our way, why, 'ware snakes! . . . The League Meet was a success. Three goods made it so: the day, the boys, and the dinner. . . . What can be got to fill the place of the cradle spring? It is getting itself disliked on account of breakage. Two broke under their riders at the League Meet, for no perceptible reason whatever. One of the riders has had three, and the other two break under them. The dealers, so far, have replaced them; but our trust is gone, and our cry now is for something as comfortable and more trustworthy. . . . Here is another conundrum. Why don't the makers use a little more care in constructing the McDonnell cyclometer? The writer knows of at least half a dozen that have had to be exchanged on account of some slight fault. Are we to lose faith in that also? Example: 50, 52, and 53 rode from Salem *via* Swampscott, Lynn, Malden, Melrose, and Wakefield to Reading. 52 and 53 registered twenty-three miles and some odd hundredths, neither exactly alike; but poor 50 had only eighteen miles to his credit, and yet up to 750 miles his cyclometer had worked correctly. . . . Some more: Eight weeks ago 52 sent his money for a perfection hub lamp: result, no lamp or money, and a curious bicyclist. . . . Still another: Why cannot the manufacturers put more stiffening into their ball and parallel pedal pins? Why are all these things thus? . . . I see in your last issue the Burley saddle is called a "Yankee abomination." "Heaven save the mark!" we want more of them. . . . I speak with authority when I say that J. P. Burbank has given up for the present the idea of issuing a *Wheelman's Monthly*, but the *Annual* will be on hand as usual. . . . Mr. Phillips of the *Wheelman* was expected at the L. E. C. W. Meet; but work must have overpowered him, for he was conspicuous by his absence. "869."

HAVERHILL, MASS., 23 September, 1882.

THE following reached us the other day at the rate of about sixty miles an hour, from our San Francisco correspondent: "Struck the nail on the head this trip. Enthused a Mr. S. Smith, the Sergeant of the Golden Gate Park policy, almost to a point of explosion. The infatuation of the sport has possessed him. Gave him the second lesson this morning. Advancement slow, but sure. He speaks of procuring one. J. C. Quinn, one of our members who rides in the

southern part of this county, ran off the sea wall a couple of weeks ago. Tide high; clothes wet; bath-house lost a quarter. Q. likes free salt water. Longshoremen convulsed with laughter. Expert fishermen called upon for their services. Bicycle recovered from the deep waters. Expenses \$10. No more such swims indulged in since Country once more perfectly safe."

"CHIC," our New York correspondent, writes: "I am rather surprised at some of 'Ixion's' remarks in his 'Ixionics' in last week's *WORLD*, one especially where he makes the time some eighteen minutes below the record for out-door time. Sanford also is somewhat 'riled' at his saying that he (Sanford) (not Sandford) tried to pass Hamilton; the boot was most decidedly on the other leg, as Sanford was ahead of him all the way through. Still we don't like to carp too much, and 'Ixion' doubtless, after a little refreshment of memory, will do well enough."

DOCTOR COLEMAN, of Canandaigua, N. Y., and the Rochester wheelmen, after fulfilling their Topeka, Kan., engagement, received complimentary excursion tickets over the A. T. & S. F. Railroad, and went to Santa Fe, N. M., stopping at various points of interest on the way.

L. E. C. W.

Editor Bicycling World:—Monday, 18 September, the League of Essex County Wheelmen held its third meet of the season at Marblehead. Members were present from Salem, Lawrence, Beverly, Lynn, Haverhill, Ipswich, and Newburyport, in all fifty-five. About ten o'clock the bugler called "To saddle," and the League, under Commander Faulkner, assisted by Chief Marshal Schoff, paraded through the principal streets of the town, stopping at Abbot Hall to be photographed, and then out to Marblehead Neck to the cottage of the Marblehead Bicycle Club for refreshments. A stop of about an hour was here made, and then we wheeled on to Salem, and at a little after two o'clock sat down to dinner at the Essex House, which finished the day's run. The meet was a complete success, both socially and in a business point of view, and all were ready to come again.

At a meeting of the officers held the same day, it was voted to omit the race meeting for this season; the obstacles being lack of time, funds, and a proper track. In its place a meet (the last of the season) will be held in Beverly, 13 October, Executive Whitney of that place being appointed to make all necessary arrangements. A committee, with full powers, was appointed to procure a badge for the League. The committee on rules reported further revision of the constitution and rules; and on their adoption the list of officers, constitution, and rules will be printed in book form, and distributed among the members. Our membership list is now over the hundred. J. F. ADAMS, Sec.

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 HAND-BOOK," 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.

Cycling Mems.

IF "Ixion" will refer to the WORLD of 11 August, he will find out what "Dot" wears when riding a tricycle fitted with a saddle. My experience with skirts has been limited, so I can offer no original suggestions, but for "Ixion's" sake I will investigate.

THE question of saddle *vs.* seat depends on vertical *vs.* the thrusting action. The former seems to place the rider in the most natural position for power and comfort. If it is adopted, the use of the saddle is necessary. I wish "Ixion" would give me his opinion in regard to it.

MR. NIXON, whose tricycle road record is the best, seems to believe in the vertical action, as he rode a Premier with a saddle.

ONE great objection to the pan seat is the constant tendency to slip forward, especially when descending hills, requiring considerable pressure on the handles to keep from slipping off entirely.

I SAW Mr. Melvil Dui, of the Alpha Tri. Club, with a companion, bowling along on a Coventry Convertible the other day, at a good tidy pace. I wished I was off my bi., bike, bice, bicycle, or whatever you call it, and occupying the place of his friend.

NOT long ago considerable discussion took place *in re* the "proper size" of a bicycle. I have since then made a few experiments, and am decidedly of the opinion that for safety, comfort, and speed, one should ride a machine as small as possible without any tendency to cramp the legs.

ANY one who has seen Prince and Moore must have observed that they don't agree with "F." and other correspondents of the WORLD who advocate a

wheel as large as one can bestride. I can ride a 59-inch and follow the pedals; but in a race, or on an all-day trip, I should be sadly left. I find a 55 or 56 just the thing.

I ARRIVE at this conclusion after several experiments. I should like to hear from other riders who have tested the matter.

I AM sorry Clafin does not do better, as he is a careful trainer and a good rider. He seems to lack his old dash, which I think is owing to his riding too large a machine.

IN the last issue, by a typographical error, the WORLD stated that the Victa Harvard has "Stanley's" when it should have read "Starley's" double-driving gear.

AFTER using rat-trap pedals for over a year, I tried rubber bars for a change, but would not use them constantly until ready to get a premium on my accident policy.

I HAVE never slipped or lost my pedal since using the rat-traps, which, with a long handle bar (say twenty-eight inches) gives me complete control of my wheel on hills and rutty roads.

THE Bicycle Touring Club shows a steadily increasing membership, which now numbers over 6,300. The immense popularity and influence of this club is forcibly illustrated by the fact that hotels which have had their certificates of appointment taken away refuse to take down the B. T. C. sign.

I HAD the pleasure of a chat with Mr. Overman, at Springfield, who showed me samples of Harrington's enamel, and subjected it to tests which would have chipped paint and scratched nickel, but had no effect whatever on the enamel.

THE expense of enamelling a machine is only \$10, and as it will last an indefinite length of time, and is very economical.

NEXT machine I have, which I hope will be a tricycle, will be covered with it.

I FIND no one who objects to the "monopoly" the Pope Manufacturing Company has in paying the bills in the Central Park case. Although of course this company undertook to defend the arrested bicyclers from motives of trade policy, we must give it credit for whatever benefits bicycling generally receives from the result. I am informed that an appeal has been taken, and await anxiously the issue, trusting the decision of the higher courts will be favorable to the cause of wheeling.

LONDON W.

CURRENTE CALAMO

FRANK MOORE sailed last Saturday for England.

THE fliers at the Springfield races got Moore than they bargained for.

SOME of the Columbus wheelmen are talking up a trip to Indianapolis.

NEARLY 13,000 people witnessed the Springfield races in Hampden Park.

CAPT. H. R. LEWIS of the Philadelphia Bicycle Club was in Boston last week.

GIDEON has retired from the race path for the present by the advice of his physician.

THE Columbia Bicycle Club of Attleboro' took first prize for club drill at Springfield.

THE English bicycling papers, like many prominent bicyclers, have become decidedly amphybiclyclic.

LOUISE was looking nicely at Springfield, and her excellent riding on the track won her lots of admirers.

HARRY W. TUFTS of Attleboro' took first prize and C. S. Howard, Boston, second prize for fancy riding at Springfield.

MUCH of the Springfield success was due to Mr. Ducker's energy, although he was ably seconded by the other members of his club.

THE most reliable accounts of bicycling events in Boston and vicinity given by the daily papers are published in the Boston Advertiser.

OUR bicyclers need not be ashamed to be beaten by Moore, for the man that can beat Moore can beat 'most anybody, Cortis only excepted.

CAPT. HENRY R. BRYAN of the Hudson (N. Y.) Bicycle Club made us a pleasant call last week. He was also present at Springfield.

WILL R. PITMAN got a fall at Springfield, and was severely but not seriously bruised on the thigh, and will refrain from path competitions at present.

FRED. S. ROLLINSON sailed in the "Abysinnia," from Liverpool, the 16th inst., and by the time we go to press will probably have arrived in New York.

CHARLIE BENNETT, an English flyer, weighing about one hundred and sixty pounds, has just got a 54-inch Rudge machine weighing twenty-three pounds.

MOORE takes home the one, two, five, six, seven, eight, nine, and sixteen mile record; above five miles the record was taken from C. D. Vesey, Surrey, England.

JOHN C. SPIERS, a popular member of the Æolus Bicycle Club of Worcester, was married Thursday, 21 September, but does not abandon the wheel, however.

MOORE hardly knew what to do with his stock of medals and silverware, won at Springfield and other races here, and he will exhibit them at 'ome with no little pride.

A NEW tug-boat just built in New York for service in Hartford harbor (?) has been named the "George W. Smith," for the captain's son, a well-known Hartford bicyclist.

BILLY BERNHARDT says: It is a fact, a melancholy fact, that if Bunny Edmands had waited for his pace maker in

the Boston Club races he would not have captured a medal.

THE value of the amateur prizes in the Springfield races aggregated \$472.50, and the twenty-mile professional and women's races were for purses of \$500 and \$200 respectively.

A BICYCLE club has been formed in Rome, Italy, under the name of the Veloce Club de Rome. Mr. Eugene Vians, editor of the *Rivista degli Sports*, the official organ of the club, is president.

REPRESENTATIVE CLARK has become a fixture at the Boston and Albany Railroad office. That's right, Charles: get the transportation rates reduced and we will re-elect you next year.

WILL ROSE, the California-bound wheelman, is still pushing toward the Rocky Mountains, a foretaste of which he got in crossing the Iowa hills. His last letter dates from Council Bluffs, and Nebraska was the next world he was about to conquer.

THE Philadelphia Club, whose vote for League officers was thrown out by the committee, has appealed from its action to the board of officers, and the case will come up at the fall meeting, at which time the correspondence between the parties will be submitted.

THE Massachusetts Charitable Mechanics Association building on Huntington avenue, Boston, has been engaged by parties, to be devoted to bicycling, roller skating, and lawn tennis, during the coming winter months, and will be opened some time in November.

AN amusing mishap occurred in one of the races at Springfield, Pitman getting quite a severe fall, and before he could rise, Norton, riding a Yale Invincible close behind him, rode right over the prostrate New Yorker without getting dismounted, and continued the race.

IT was a pretty sight to see Moore start away in the five-mile handicap, and it was evident he meant to win; but Place, with a proper mount and training, would have given him a good pull. Hendee is also a handsome rider, lacking only training and experience to match the British flier.

WE often hear wheelmen complain of the loosening of pedal and head-spindle nuts, no matter how tightly they seem to be screwed up. The defect may generally be remedied by slightly oiling the face of the washer, which comes in contact with the nut, by which at least another full turn of the latter may be given.

SECRETARY THOMAS C. SMITH of the Citizens' Bicycle Club of New York writes us that that club contemplates a visit to Boston, 10 October, on a three-days' run. Now here's a chance for the Boston clubs to exercise a courteous hospitality to one of the most popular and active clubs in the national metropolis, by getting up a grand accompanying run for their benefit.

J. M. FAIRFIELD of the Chicago Bicycle Club and Dr. Prunne the president, recently toured Chicago on Premier and National tricycles, and the latter gentleman was so well pleased that he has offered his bicycle for sale and ordered a three-wheeler, and Mr. Blinn also has an idea of making the same change.

AMONG the well-known wheelmen at the Springfield tournament we noticed, besides those participating in the races, Capt. Scattergood of the Albany Bicycle Club, Capt. Egan of the Ixion Club, Capt. Bourne of the Manhattans, Mr. A. H. Overman, Fred. C. Hand of Scranton, Pa., Capt. Marsden of the New Haven Club, C. W. Sewall, formerly captain of the Waltham Club, and Rev. S. H. Day of Abington, Mass.

MR. J. HAWKINS, whose ride on a sociable with his wife we recorded last week, has just performed the remarkable feat of riding a tricycle one hundred and ninety-one miles in half a minute inside of twenty-four hours, the riding time being about nineteen hours, an average of over ten miles an hour. The machine ridden was an Excelsior, 46-inch driver geared up to 56-inch, ball bearings all over, and weighing fifty-five pounds.

WE understand that the League racing committee are contemplating having only the mile event run at the October race meeting. This we think will be very unwise. As the rules provide for but one race meeting a year, that meeting should be made a grand tournament of most interesting events. Better postpone it to the latter part of the month and arrange a good series of races, and announce them thoroughly by special circular and through the daily and sporting press.

THE machines ridden in the fifty-mile tricycle road race proved a confirmation of our recent remarks in favor of lightness in construction. The Coventry Rotary which carried the winner over the course in 3h. 47m. 40s. weighed but forty-eight and a half pounds; and notwithstanding the immense strain Lowndes must have put upon it to drive it at the rate of over thirteen miles an hour for fifty miles, it sustained no injury in any way. Marriot's Humber weighed but fifty-two pounds, and he was only three minutes behind Lowndes.

THE meeting of the board of officers of the L. A. W. will be held in Boston, on Friday, 13 October. The place of meeting will be announced, but will probably be at the Hotel Vendome. A race for the one-mile League championship, now held by Lewis T. Frye, will take place at Beacon Park the same day or the day following.

BOOKS AND PAGES

THE CENTURY.—With the October number closes the *Century's* first year; and so well has it retained all the best features of *Scribner's*, while adding to itself new ones during the past twelve months, that the latter title seems almost, like that of the *Galaxy*, to have belonged to another decade, and is half forgotten. Among

the more notable of many interesting and valuable articles in the number is one by Frank B. Carpenter, "How Lincoln was Nominated" with two striking portraits accompanying. Smalley contributes a third paper on the "New Northwest," and there is a finely illustrated and readable paper describing "Life in a Mexican Street." Other illustrated articles are "A Georgia Corn-shucking," "The Corcoran Gallery of Art," "The Gibraltar of America" (Quebec), "Negotiations for the Obelisk," and Leland's "Handiwork in Public Schools." Besides the ending of Howells's "Modern Instance," and the continuation of Mrs. Burnett's serial, there is a fascinating short story entitled "Five Hundred Dollars," and poems by Lanier, Boyesen, Mrs. Burnett, and others, and the usual interesting editorials and topics in the regular departments. A very attractive list of articles and stories is announced for the next year.

ST. NICHOLAS for October closes Vol. IX. of this charming monthly for youth; and notwithstanding past excellences, many new attractions are promised for the succeeding volume. For October, we find attraction enough, however, in both stories and embellishments, and the latter are many of them what boys would call "simply immense." Mrs. Dodge's "Donald and Dorothy" is concluded, but there are several complete stories of unusual interest for older young people of either sex, while the usual amount of instructive articles, poems, puzzles, etc., are nicely filled in, and will be read and listened to eagerly.

WE have received, through the courtesy of Messrs. Fairfield & Taylor of Chicago, Parker & Tilton's "Art Exhibit of Fashion," a large and handsome quarto pamphlet of illustrated advertising; and it is one of the finest works of the kind we have ever seen,—the letter-press, the designs, and the engraving all being excellent, while in addition to the advertisements and business illustrations, there is much to interest and instruct the eye and the mind in the form of essays, poems, and pictures on general subjects. We notice that both Fairfield & Taylor and John Wilkinson have their announcements conspicuously displayed therein, and the former have availed themselves of Mr. H. D. Nichols's beautiful series of sketches, "Touring among the Wisconsin Lakes," of which we have previously spoken. Published by Parker & Tilton, Chicago.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

INFORMATION WANTED.—F. Alcott Pratt of Concord, Mass., would like information of the roads between his town and New Bedford. Cannot Capt. Gilman of the Nashua Club tell him something about it? There are no good pocket road maps of Eastern Massachusetts published, except for a radius of twenty miles around Boston.

A. H. F., Boston.—No; it would not be feasible to publish the addresses of *all* the secretaries in the country, and a local list for Boston would give the paper a sectional character. The consul of a town is the proper person to apply to for information.

G. W. H., Poughkeepsie, N. Y.—The rear-wheel bearings of the machine are not intended to be accessible. The manufacturers are the proper parties to apply to for the information you seek.

J. E. F., Richmond, Ind.—For the expense of importing a machine from England, reckon about \$7.50 to the pound sterling on the original cost. This will include duties (35 per cent), fees, freight, etc.

C. S. GREENBAUM, Laramie, Wyo.—We can furnish you with "Sturmy's Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at 55 cents, postpaid.

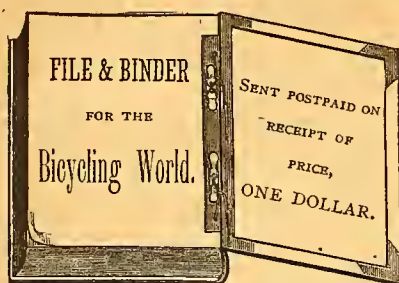
FOR SALE OR EXCHANGE

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

FOR SALE.—A 54-inch full-nickelled Harvard, Excelsior cyclometer, H. & T. bell, rubber handles, Cambridge M. I. P. bag; ridden 400 miles. Price \$125. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 52-inch Expert Columbia, full nickel plated, used but little; price \$120. Address W. H. REED, 295 George street, Cincinnati, Ohio.

FOR SALE.—One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost \$95, will take \$30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost \$112.50, will sell for \$55. Those are real bargains, and must be sold as I am now going out of the



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TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

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