

Bicycling World

The Official Organ of the League of American Wheelmen.

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\$45 WILL BUY A 46-INCH MUSTANG. It has not been run 100 miles, and is in excellent condition. Also for sale, Vols 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 52, and 53 of the *Scientific American*. All just as good as new, none of them are soiled or torn. Box 102, South Newmarket, N. H.

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San Francisco to San Mateo.

THE season's initiatory run of the San Francisco Bicycle Club was held on Sunday, 16 April, 1882, at 9 A. M. The members and invited guests, numbering in all twenty-nine riders, assembled at the corner of Twenty-first and Mission streets, where Capt. Butler formed the line, and after going through preliminary movements the bugler gave the signal to "mount," and the wheelmen started on the way to San Mateo, which is twenty miles from this city. It was a fine sight to see the riders in single file, seated on their glistening steeds, gliding noiselessly by. The route selected was the old San Bruno road, running partly along the western shore of the bay, and winding in between the hills. At 10.30 we arrived at a familiar resort called the Sierra Point House, frequented mainly by those who cherish a peculiar tenderness for the "inner man;" here we dismounted and forthwith repaired to the dining-room for refreshments. After moistening our parched throats with the customary "bicyclist's delight" (milk or soda water), we were served with clam chowder,—a highly acceptable dish, judging by the rapidity with which it was put out of sight. The bugler then sounded "fall in," and we sped away to the country residence of D. O. Mills, where arriving we enjoyed the pleasure of a ride over the splendid drives of his beautiful place. Once more resumed our journey and in due time reached the pastoral home and suburban retreat of Mr. Webb Howard, at which place the wheelmen were, through the kindness of the aforesaid gentleman, allowed to hold their first inaugural "meet" of the season. The spot selected was as inviting as it was beautiful, on the banks of San Mateo Creek, and under a large shady oak. The culinary committee of the club, Messrs. DeClairmont, Waterhouse, Hobe, and Sanderson prepared themselves for active duty; the cloth was spread on the greensward, palatable condiments and luscious beverages graced the table, and the caterer of the club, Mr. Warschauer, under whose supervision the different things were so tastefully put up, finally announced everything in readiness and awaiting disposal, and it was surprising with what alacrity the wheelmen made for that "lunch"; it took but a few minutes and everything was over. Everybody was in high spirits, and all enjoyed the event hugely. After spending a few minutes in riding over the beautiful drives and admiring the grandeur of the scenery, the bugler once more sounded "fall in," and the bicyclists were homeward bound, thoroughly contented with their day's pleasure, which event will no doubt be remembered and appreciated by all the riders who helped to make this a grand and memorable occasion.

ONE OF THEM.

A dozen pages of *Lippincott's Magazine* for June, issued 20 May, will be occupied by Kol Kron's philosophical and discursive essay, "On the Wheel."



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, postpaid, at the following rates: —

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John Wilkinson Co., 77 State St., Chicago.
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

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, 12 MAY, 1882.

THE L. A. W. MEETING.

OF the business to be considered at the annual meeting of the League, the election of officers for the ensuing year is not only the most important but the most interesting. Other matters can and undoubtedly will be placed in the hands of committees, or the board of officers. Every true member of the League desires to see it succeed, and placed in good hands, and will throw aside all sectional feeling and unite on candidates which seem best calculated to further the interests of wheelmen generally, and carry out the objects of the League as expressed in its constitution. We have repeatedly advocated the election of directors by the members in the respective States, and no doubt some plan will be adopted to secure this result; but it is uncertain if the proposed method can be carried out

at the coming meeting in Chicago. We desire, therefore, to urge strongly the necessity of the members from each State who attend the League meeting to be prepared to nominate for their State two gentlemen who have the qualifications necessary for the post of directors, and who will devote the necessary time to the advancement of the League, and promote a prompt dispatch of the business brought to their attention. States which will not be represented would do well to send their nominations to some one in whom they have confidence, and who will be present at the meeting, or to send the names of candidates for publication in this paper. The office of corresponding secretary should be filled by some one resident in a central city with good postal facilities, and we know of no place which is better fitted to be represented by this office than New York. However, domicile should not be made the true test, but simply an additional recommendation to a man who is otherwise qualified for the position. One whose mental cast and disposition would commend him to a particular office might not be suitable for any other. A man who would make a good president would not necessarily fill the position of secretary satisfactorily. Therefore we would suggest a wise discrimination, and the election to the various offices of members who are suited to them, and not merely because they are good fellows, and popular on a run or in a club.

This meeting of the League promises to be more representative in character than the one of last year; large numbers, comparatively, are to attend from the Eastern and Middle States. These should be armed with the necessary certificate to allow them to vote for the absent members of their clubs who are League members. If the clubs, East or West, desire to participate in the digital manipulation of the League pie, let them take care to send as many delegates and as many votes as they are entitled to; but if they neglect to do so, they must not complain afterwards if a sectional distribution of the honors should leave them out in the cold. But whatever is done or whatever is omitted, we cry now "All aboard for Chicago," and hope to meet and make many friends there.

Virtue, and

"WE reiterate, what we have often endeavored to impress upon our readers,

that this journal is published in the general interests of bicycling, and not in the special interests of manufacturers and dealers; and while we are properly grateful for the business patronage of the trade, and think this gratitude should be reciprocal, we at the same time wish it distinctly understood that we consider the general interests of bicycle riders and practical bicycling as of the first importance in the intention and object of the establishment of the BICYCLING WORLD." — [EDITORIAL, 5 MAY.

Its Immediate Reward.

MESSRS. E. C. HODGES & Co.:

Gentlemen, — You will please discontinue our advertisement in the BICYCLING WORLD. Please send statement of account.

Yours truly,
ALBERT A. POPE, *President*
The Pope Manuf. Co.

BOSTON, 5 May, 1882.

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, MAY: —

Saturday, 13. Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars.

Sunday, 14. Providence 8.30 A. M. sharp. Ride to Boston via Canton. Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington via Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 ad lib.

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Granville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 ad lib.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M. L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

Roxbury Bi. Club, May: —

Sunday, 14. To Nahant via Chelsea Ferry.

Sunday, 21. To Natick via Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

ÆOLUS WHEEL CLUB. — *Editor Bicycling World*: — I send you for publication a copy of the action taken at a

special meeting of the Æolus Wheel Club of Worcester, relative to their protest to the admission to the L. A. W. of F. S. Clark. Our club has always been among the workers for the best interests of the League, and we shall await its action, hoping we may be sustained in our protest; but whether we remain members of the L. A. W. or not, we shall always welcome all wheelmen to our city, and endeavor to *all act as good consuls should*, to make their stay pleasant, and give information in regard to roads and hotels in our vicinity.

F. P. KENDALL, *Sec.*

WORCESTER, MASS., 7 April, 1882.

Editor Bicycling World:—At a special meeting of the Æolus Wheel Club of Worcester, held Tuesday evening, 4 April, 1882, it was unanimously voted that

Whereas, On the third day of October, 1881, the Æolus Wheel Club of Worcester, all of whom were then members of the League of American Wheelmen, formally entered a protest against the admission of Fred. S. Clark of this city, whose name was published in the BICYCLING WORLD as a candidate for admission to membership in the said L. A. W.; and

Whereas, The membership committee of said League have seen fit to pass the name over our protest, and are sustained in such action by the board of officers; and

Whereas, It has lately come to our knowledge that the case has been misrepresented by the said committee in the following respects: first, that the protest entered was the result merely of a personal feeling between our ex-president and the said Clark, whereas the protest was made in the name of the club, and a vote to sustain the same was made at a special meeting of the club, and a copy of said vote forwarded at once to the corresponding secretary of the L. A. W. by our president as per vote; and secondly, that the uniform of said Clark was procured by him previous to the adoption of our club uniform, whereas our uniform was adopted at the regular monthly meeting of the club, March, 1881, and Mr. Clark did not even purchase his bicycle until 1 July, 1881, a little more than three months after the adoption by our club of said uniform; and

Whereas, We believe that the said committee have been negligent in their duty in not fully investigating and ascertaining all the facts of the case before their final action and announcement in the BICYCLING WORLD; therefore

Resolved, That we do not deem it consistent with our dignity or self-respect, or the interest of our club, to longer retain our membership in the said L. A. W. unless an immediate and willing disposition is shown on the part of the officers of said L. A. W. to correct the evident wrong which has thus been done our club in overriding our formal protest without proper investigation; and

Resolved, That unless the board of officers and membership committee of said L. A. W. shall, within a reasonable time, not later than 1 May, 1882, reconsider their action and reject the name of said F. S. Clark from membership, then shall the resignation of each member of this club be forwarded at once to the corresponding secretary of the L. A. W.; and

Resolved, That a copy of this action be sent to the corresponding secretary of the L. A. W. and to the BICYCLING WORLD for publication.

F. P. KENDALL, *Secretary*
Æolus Wheel Club of Worcester.

WORCESTER, MASS., 7 April, 1882.

[COPY.]

To Kingman N. Putnam, Corresponding Secretary L. A. W.:—We, the undersigned, members of the Æolus Wheel Club of Worcester, in accordance with a vote passed at a special meeting held 4 April, 1882, do hereby individually resign our membership in the League of American Wheelmen, and herewith return our tickets: S. E. Greene, F. P. Kendall, Theodore P. Brown, H. P. Murray, F. E. Higgins, B. H. Wright, John C. Speirs, Chas. H. Banister, F. W. Blacker, E. F. Bisco, C. A. Gale (by F. P. Kendall, attorney), G. A. Bigelow, Geo. A. Smith, F. E. Pollard, H. S. Myrick (by F. P. Kendall, attorney), F. H. Goddard, Geo. W. Brooks, L. A. Talton, G. F. Harwood, Lincoln Hollad, Wilber W. Hobbs.

WORCESTER, 4 May, 1882.

PIONEER BI. CLUB.—The Pioneer Bicycle Club, of Marinette, Wis., was organized on the 1st inst., with four members, and officered as follows: President, Reuben C. Merryman; secretary and treasurer, Harry J. Brown; captain, Frank E. Noyes; first lieutenant, Gus.

E. Fromm; second lieutenant, Harry J. Brown. We expect our membership to increase to a dozen before the season closes, as several of the boys have the "fever" badly. A condition of our membership is membership in the L. A. W., and our names have been sent to the League Secretary for membership. We are the only club north of Oshkosh, though the Green Bay and Fort Howard boys expect to form a joint club before the close of the month. Our club suit consists of gray shirt, brown knee-breeches, dark blue stockings and low shoes, and brown helmet. Club color, cardinal red ribbon, one and one half inches in width. At least one of our members will attend the Meet at Chicago, and extend fraternal greetings with the brethren.

PIONEER.

MARINETTE, WIS., 3 May, 1882.

ROCKINGHAM BI. CLUB.—At the annual meeting of the Rockingham Bicycle Club, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles A. Hazlett; secretary and treasurer, Charles F. Shillaber; first lieutenant, Joseph T. Cunningham; second lieutenant, William C. Denny; buglers, Charles F. Shillaber, G. E. Philbrick. Club committee, president, captain, and secretary (*ex officio*), J. H. Knox, A. L. Jenness. Club voted to join the L. A. W., and also voted to issue a preliminary invitation to a New Hampshire meet, to be held in this city early in the season, the club furnishing a supper at the "Wentworth," at New-castle. We have received three new members the past year, making total membership eighteen,—four honorary and fourteen active.

CHARLES F. SHILLABER, *Sec.*

PORTSMOUTH, N. H., 4 May, 1882.

CANANDAIGUA BI. CLUB.—At the annual meeting, held Friday evening, 28 May, the following officers were elected: President, Dr. A. G. Coleman; first and second lieutenants, George Hayes and Augustus Crittenden, respectively; secretary and treasurer, Prof. C. E. Van Laer. The club has made good progress and grown in numbers since its organization, notwithstanding the fact that many of the original members have removed from Canandaigua and some have retired from the sport. Under the efficient leadership of Dr. Coleman they expect this summer to gain far greater proficiency in drill and enjoy many pleasant runs.

CRESCENT BI. CLUB.—At the last meeting of the club, Mr. George U. Crocker was elected vice-president, and Mr. E. G. Morse a member of the standing committee, to fill vacancies.

ARTHUR E. BROWN, *Sec.*

MAY 5, 1882.

NEWTON BI. CLUB.—The fifth meeting of the Newton Bicycle Club was held at Eliot Hall, Thursday evening, 4 May. The following-named gentlemen were admitted to active membership: G. A. Blackwell, A. J. Soles, George L. Allen,

and Faxon Atherton. The club now numbers twenty-one members, and is in a flourishing condition. A uniform consisting of a gray coat, knee-breeches, stockings and cap, and low black shoes, has been adopted, and orders for the same are being rapidly filled. The dues are as follows: Initiation fee, \$1.00, and fifty cents for the first annual assessment for membership to the L. A. W.; quarterly assessment, 75 cents. It is expected that three members will attend the Chicago Meet, the club having generously agreed to allow them a leave of absence for the benefit of the League, and it was unanimously voted that they be allowed to pay their own expenses. Unanimity of spirit seems to be the strong point of the Newton Bicycle Club.

CHARLES L. CLARK,

Consul for Newton.

BROOKLYN BI. CLUB.—Capt. Gullen, of the Brooklyn Bicycle Club, sailed for Europe Saturday last, 6 May, *via* White Star steamer "Britannic," to be away two months. During his absence, Lieut. Henry Wrecks will have command of the club. Our membership has fallen off considerably, which I think due mainly to the bad condition of the streets leading to Prospect Park and Boulevard; but I think we shall soon count as many as before, as there are a number of new riders this spring whom we expect to join us. Mr. T. H. Marvin, Jr., was admitted to membership at our last meeting, 2 May. A goodly number of wheelmen are out for a spin in the park every morning as early as half past five. The club have chosen Mr. Frank H. Tice to represent them at the L. A. W. meet at Chicago, 29 and 30 May, and others also will probably attend. We have had a circular printed for distribution, of which I send you a copy. It speaks for itself.

EDWARD A. CANER,

Sec. Brooklyn Bi. Club.

BROOKLYN, N. Y., 8 May, 1882.

LOWELL BI. CLUB.—The wheelmen of Lowell have formed the Lowell Bicycle Club, with fifteen members and the following organization: President, Paul Butler; captain, Willis Farrington; lieutenant, Walter U. Lawson; secretary, Fred. A. Fielding; treasurer, Walter M. Sawyer; buglers, Frank L. Morrill, James C. Ayer.

CLEVELAND BI. CLUB.—*Editor Bicycling World:*—Bicycling matters in this city are again assuming life, and the interest in the wheel promises to be very great this year.... I learn from the agents that the demand has been quite large (for here) already, and bids fair to assume some decent proportions before the year closes; they have already had orders for twenty-two machines, but have so far only been able to get about half of them here.... The Cleveland Bicycle Club gains in strength and enthusiasm as each week rolls by, and since 1 April have taken in eight new members; and applications are in from four others who wish

to join, and will probably be elected to membership very soon.... The principal topic of conversation among local riders now is the League Meet at Chicago and any amount of enthusiasm has been aroused over it; so far the local club expects to send six to Chicago, with some chance of five or six more along. ... At several meetings during April a new club uniform was debated upon, which ended in one being adopted to consist of short coat with cadet collar, knee-breeches, lacing at the knee with maroon cord, maroon stockings, and a light silk cap, the same color as suit, which is a dark green.... The club's runs now come off on Tuesday mornings, at 5 30 and Friday afternoons, at 4, and so far have been very successful, ten members having turned turned out on one auspicious occasion. In connection with the club runs, I hear that a subscription paper is being handed around among the club members to purchase a prize to be given the club member who attends the most runs during the season of 1882.... The matter of good club headquarters is being agitated by a number of members, and with every prospect that we will have them soon. ... The club races which were postponed from last fall are again talked of, with chances that they will come off before very long, but the only thing that bothers us is the absence of a suitable track which can be easily reached; and in this connection I might say that it is rumored that some of the club are talking about building a quarter-mile bicycle track, twenty-five feet wide, etc. It is all very well to *talk* of such a thing, but a great deal better to hear of its being under way; but I for one am not quite up to thinking it as a sure thing yet.... For the past week the moon has shone in all its brilliancy, and I understand a number of the club have had some moonlight rides.

FLADER.

CLEVELAND, O., 6 May, 1882.

SCRANTON BI. CLUB. — At the annual meeting of the Scranton Bicycle Club held 4 May, the following officers were elected for the ensuing year: President, E. B. Sturges; vice-president, Dr. J. E. O'Brien; captain, George Sanderson, Jr.; lieutenant, James B. Fish; secretary and treasurer, Fred. C. Hand; guide, J. W. Pentecost; counsel, E. B. Sturges; bugler, F. C. Hand.

SYRACUSE BI. CLUB. — *Editor Bicycling World*: Affairs with the Syracuse Bicycle Club are in an encouraging condition; two new members were enrolled at the last meeting; and a number of now unattached riders will join soon. Weekly runs of an average distance of sixteen miles have been held since the season opened, and many members are out for short spins daily. Our runs for this month will be to villages respectively eight, seven, nine, and thirteen miles from Syracuse; we start every Wednesday at 3 P. M., and return after a supper, which bicyclers so well know how to enjoy. Apropos, we are willing to

match our president and lieutenant against any club "team" in the country, at a "knife and fork" contest—we would even be willing to have our men handicapped! We would be glad to have any wheelman who may find himself in the central city call at headquarters, 71 Clinton street, and join us in one of our runs; we will endeavor to make the afternoon an enjoyable one. Our obnoxious polo caps have disappeared, the helmet taking its place, and before many weeks we will appear in an entire new uniform. SEC.

SYRACUSE, N. Y., 6 May, 1882.

RACES

Coming Events.

- 13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3, 101. New York.
 13 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.
 13 May. Inter-scholastic athletic games. Two-mile bicycle race on the Manhattan A. C. grounds. E. W. S. Johnson, 796 Lexington avenue, New York.
 19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.
 20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.
 30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.
 3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 55th street and 8th avenue.
 3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1, 138, Montreal.
 10 June. Amateur championship meeting of the N. A. A. A. Five-mile bicycle race. Secretary, Box 3, 478, New York.

MONTREAL, 15 APRIL. — The three-days' bicycle tournament under the auspices of Prof. Fred. S. Rollinson at the Crystal Rink closed this date with a 100-mile contest between Rollinson and Mlle. Armaindo, the latter being allowed 5 miles. The lady won her 95 miles in 7h. 55m. 25s., including 25 minutes' rest, this being the fastest on record for a lady rider. Rollinson was thrown by a spectator crossing the track, on the 45th mile, and got a sprained ankle. He rode out his 100 miles, however, but only caught about half of Mlle. Armaindo's allowance. She also took a header, in starting again after her rest, through the carelessness of an attendant, but was not hurt. In the previous events, Rollinson on the 13th made 25 miles in 1h. 52m., defeating T. W. Eck, who had one mile allowance. On the 14th, Mlle. Armaindo defeated Eck in a 10-mile race by eight laps, in 43m. 28s. Rollinson rode a bicycle 7 miles against pedestrian 5 miles, the bicyclist winning in 29m. About 1,200 spectators were present, the local wheelmen taking especial interest in the events.

SAN FRANCISCO'S RACE TRACK. — *Editor Bicycling World*: — Thinking that it might be of interest to your readers to know just what our facilities will be for that part of the sport which relates to racing, during the coming season, I send you a description of the grounds

lately fitted up by the Olympic Athletic Club of this city, arrangements having been made by which bicyclists are to have joint use of them. The grounds are situated at the corner of 14th and Centre streets, Oakland, and are reached from the city by ferry and rail, in about twenty-five minutes. For the Oakland and the Berkeley University bicyclists and athletes they are of course extremely convenient. They are surrounded by a high board fence, and have a good covered grand stand and an open stand, besides ample dressing-rooms, baths, etc. The ground is about three hundred and seventy feet long, and three hundred and ten feet wide from the rail in front of the stand to the opposite fence. The track is eighteen feet wide on three sides, and twenty feet down the home stretch. The ground is as nearly level as possible. The track is one fifth of a mile in circumference, and had to be laid out with straight sides, and four corners of eighty-two feet six inches radius at each corner. These curves are thrown up on the outside sixteen inches, so that the corners are tolerably easy. The surface is made of a mixture of clay and sand, known as "hard-pan," which is much easier kept in order in this dry climate than cinders.

The regular opening has been delayed until Decoration Day, but the University Field Day games were held on the grounds on Saturday, 29 April, and the bicyclists had an informal one-mile handicap to determine the places of some of the new men for future events. The starters were H. C. Finkler, scratch; J. A. McNear, 8 yards, based on previous performances; C. A. Leonard, 100 yards; G. H. Strong, 125 yards; R. F. Verrinder, 175 yards; C. Brinkhalter, 300 yards; W. H. Lowden, 330 yards. Finkler rode a Club racer and in racing costume. The rest rode heavy roadsters in ordinary uniform. The result was Lowden first, 3m. 17s.; Brinkhalter second, by 15 yds.; Strong third, by 20 yds.; Finkler fourth [scratch man's time wanted. — ED.] and McNear fifth, by about the same distances respectively, followed by Leonard and Verrinder. There was no training or preparation with perhaps one exception, consequently no very good performances. P.

IN a five-mile handicap amateur race given at the rink in this city, 14 February, 1880, W. S. Clark (scratch) rode two miles in 6m. 27s. Considering the great increase of amateur riders within the past year or two, and the better facilities for riding, Clark's time should be wiped out before long. — *Turf, Field and Farm*, 5 May. In the five-mile handicap at the Institute Fair building, Boston, 6 April last, Underwood and Gideon from scratch both made the first two miles in 6m. 22½s. and 6m. 22½s. respectively. On the same track, two days later, 8 April, Clafin won two heats of the two-mile race of the Massachusetts Club in 6m. 21¾s. and

6m. 26 $\frac{3}{4}$ s. respectively. In practice, on the same track last Friday E. Norton of the Harvard Club did two miles in 6m. 12s.

THE last miles in the five-mile amateur race, at the Institute Fair building events of 29 April were made in the following times: Underwood, 2m. 58 $\frac{3}{4}$ s.; Corey, 2m. 59 $\frac{1}{4}$ s.; Dean, 3m. $\frac{3}{8}$ s.; Claflin, 3m. $\frac{3}{8}$ s.

To the Professional Bicyclers of America.

I HEREBY challenge any four professional bicycle riders in America to ride a twenty-mile race; each of them to ride five miles, and I will complete the whole distance. I have deposited \$10 in the hands of the editor of the BICYCLING WORLD, who will be stakeholder. Race to be for from \$50 to \$100 a side. I would like to hear from Rollinson, Wilson, the Harrison brothers, Pearce (colored), Mellin, Hersey, Morgan, Porter, Willmot, Hart (colored), or anybody else.

JOHN S. PRINCE, *Champion of America.*

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.]

Charleston.

Editor Bicycling World:—In consequence of the pressure of business of the members, the majority of whom are engaged in active pursuits, our club is unable to have its meets in the most delightful months, and we have to ride in the summer instead. On the 14th inst. we assembled in full uniform, and took a ride of about two hours through the principal streets of our city, which was much enjoyed by those who participated in it. We rode to the arsenal grounds, and there enjoyed a pleasant evening on the best grounds afforded for this kind of sport in the neighborhood. We propose having races at the arsenal later in the season, and hope to be able to forward to your very interesting paper records of *quick times*, as there is a fine shell track of eight laps to the mile. We hope ere long to make bicycling a sport here which all young men will take pleasure in. The roads generally are very poor; but the street department is gradually fixing up the road-beds, and we hope soon to have at least eight or ten miles of good roads for our sport, when I trust that bicycling will become more general than it now is. When such is the case, I hope to forward the WORLD some very interesting accounts of our meets.

L. M. BEEBE, JR.,

Sec. and Treas. Charleston Bi. Club.

CHARLESTON, S. C., 22 April, 1882.

Advice Gratis for Chicago.

Editor Bicycling World:—Let me relieve my conscience at the outset by protesting against the absurdity of calling the Chicago celebration of 30 May the "second" Annual Meet. I was angry last year when I saw the Boston Meet designated as the "first," on some of the programmes; but I did not suppose there

was any chance that the blunder would be perpetuated. The Newport parade of 1880 was of course in truth the first, and the later ones should be enumerated in proper order from that. Even if the League had not been organized until after the parade was ended, the Meet of 1881 should have been called the second and not the first, because the Newport Meet was managed by the selfsame men who had assembled there to form the League; but as a matter of history, the League was formed in the forenoon and the procession was conducted by its officers in the afternoon. Hence the most extreme stickler for technicalities has no pretext for pretending that the first Meet was not the League's own in very truth. Inasmuch as all such societies and institutions have a natural desire to be thought as old as possible ("constructive" birth and downright falsifying of records being sometimes resorted to for the sake of commanding "the dignity of age"), I can hardly imagine why any friend of the League should desire thus to belittle its reputation and pervert the truth of history as to bicycling in America. I prefer to think that it originated as a "clerical error," or "typographical mistake," rather than in the superlative silliness of some Boston infant who designed to do a smart thing by labelling his own birthplace as the birthplace of the League. Chicago men, however, have no motive for encouraging inaccuracy or folly, whichever it may be; and I want the lie nailed right here. The Chicago Meet is the League's *third* Annual Meet; and if I find anybody there to deny it, I shall feel obliged to pull out my horse-pistol and convince him of his error. Hear me!

I wish now to reiterate the words you printed for me 10 March, in support of your own previous argument that the time and place of the fourth Annual Meet (1883) should be settled at the Chicago convention. I repeat my recommendation that Washington's Birthday be the time and Washington City be the place chosen. I do so, however, chiefly for the purpose of urging that the bicyclers of any possible locality who want the Meet of 1883 to be held in a given city (Washington, or Philadelphia, or New York, or Buffalo, or Jewett City, Conn., or any other) should forthwith collect their facts and statistics in black and white, for presentation to the convention in a clear and intelligible manner. In particular, they should get offers in writing from the railroad, steamboat, express, and hotel representatives in regard to the terms that will be offered for the patronage of the League. The proper time to secure such bids is before the place of the Meet is decided upon; for after that the persons referred to will have less motive for making reductions.

Let me say to the Chicago committee-men, that as soon as they have shot enough intelligent compositors to insure the printing of "third" instead of "second" on the programmes of the Meet,

they should devote a period of solitary study to an achievement of the idea that they cannot be too minute and explicit in publishing on that programme the details of their arrangements. The best way to insure the comfort of a straggled crowd of visitors is to assume their entire ignorance of everything. No possible shred of information is likely to be too trivial to be of use to some of them. With reference to the hotels in particular, nothing ought to be taken for granted. At the Boston Meet, for example, I was tempted by the "reduced rates" to stay several days at the Hotel Vendome; but my bill was made out at full rates. When I asked an explanation, I was told that "the reduced rates did not apply to those who occupied rooms alone." As I replied that the official programme made no such announcement, the bill was reduced to the regulation size; but a less obliging hotelman might have acted differently. Furthermore, as to the transportation of bicycles, a special circular or handbill should be prepared for the benefit of the baggage-smashers and expressmen, embodying all the concessions and regulations which the committee can secure from the railroad and steamboat agents. The names of the agents should be officially signed to this, so that each bicyclist, by exhibiting the order to any employee of the companies, could be assured of civil treatment. For lack of such a certificate at last year's Meet, I was "struck" for half a dollar by a baggage-man at Springfield. Still further, for the benefit of those who, like myself, expect to buy round-trip tickets to Chicago, but to return homeward a-wheel-back, the committee might either set up a temporary ticket exchange, or recommend a particular "scalper" for League patronage.

Considering the dearthiness of last year's failure in attempting to hold a big dinner in Music Hall, I trust the managers will think twice before they decide to attempt any repetition thereof. No possible object that I can see is subserved by feeding a large mob simultaneously in a public hall; for the vastness of the crowd spoils all sense of comradeship, and makes any audible after-dinner speeches a physical impossibility. At the Boston dinner I was quite near the unfortunates who were called upon to stand up and make noises with their mouths, in opposition to the other noises of the banquet hall; yet I did not gain the slightest notion of what the mouthings represented in articulate speech until I read the newspapers next day. The line of a decent, manageable dinner may as well be drawn at one hundred plates as anywhere; and it will be twice as well managed and twice as enjoyable if that maximum number be divided by two. My recommendation, therefore, is that if there must be a League dinner at all, it should be participated in only by the officers of the League and the captains of the League clubs.

As the adoption of such a rule would exclude me personally from the banquet, I certainly can't be accused of any sinister motive in advocating it.

I want to repeat my last year's vain appeal for music, or singing, or at all events noise of some sort, as an accompaniment of the parade. The stillness of solitary riding is one of its dearest charms, but a public procession without joyful clamor has a depressing and funereal effect upon all concerned. Furthermore, the impressiveness of the parade as a spectacle will depend greatly upon the thickness of the lines rather than the length of them. Only two could safely ride abreast on the narrow Boston streets, and the police arrangements were so defective that in some places the opening was hardly wide enough even for two. My recollections of Chicago are rather misty, for I haven't been there since January, 1874, when the smoke of the "great fire" had hardly blown away; but I assume that the "Boulevards" are broad enough to let at least ten or a dozen men ride abreast. Four hundred riders massed in this way would present a better appearance than a thousand "long drawn out" in pairs.

KOL KRON.

WASHINGTON SQUARE, N. Y., 28 April, 1882.

Insignia of Rank.

Editor Bicycling World:—A copy of the *WORLD*, 14 April, has just reached me, and I note with pleasure the letter of Capt. Miller and his call upon club captains for descriptions of insignia of rank. The Massachusetts Bicycle Club has this year adopted the following as insignia for its road officers: Captain, shoulder straps similar to those worn by any captains, but a little smaller and with a wheel in place of the star, two bars either side of wheel, wheel and bars worked in silver on a dark blue field; first lieutenant, same, with one bar; second lieutenant, same, with no bars; buglers, gold bugle on collar. The shoulder straps are sufficiently like the army straps to indicate the rank of wearer, and the wheel is so characteristic of our sport that one must know what it means even though the officer be distant from his machine.

CHAS. P. SHILLABER,

Capt. Massachusetts Bi. Club.

NEW BERNE, N. C., 23 April, 1882.

Sparkles from Salem Spokes.

Editor Bicycling World:—I wish before it is too late to say a word or two in regard to the "Newburyport Idea," which took my fancy immensely from the first, and is also, I think, favorably regarded by the majority of the riders in this city. From what I hear, I understand that a meet at Lawrence on 30 May is a fixed fact. With all due deference to the opinions of others, I must say that this is likely to prove a serious if not fatal mistake. Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; and how many of them will undertake to traverse the fifteen to

twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet? Even so enthusiastic a wheelman as myself will think twice before devoting a day to raising a pair of "boil bearings" on those self-same roads, however laudable the end to be attained. Have the meet in Ipswich, Lynn, or Salem, gentlemen, and there will be no reason to complain of the attendance in point of numbers. I should be glad to see one of the Salem clubs take the matter up; but the old Hawthorne Club, I am afraid, is on its last legs, and its decrease from inanition or old age may be expected at any time. It is, or rather was, largely composed of business men who cannot spare the time for club runs and meetings, without which no club can live; and the other local club, of some ten or fifteen members, is as yet in its infancy. . . . Mr. Philbrick, the maker of the Republic bicycle, completed the extensive order given him by the Marine Bicycle Company a week ago, and the disconsolate features of waiting wheelmen brightened in anticipation of the speedy filling of their long-standing orders for the wheel proper. Judge of the writer's dismay, therefore, when on a recent call at the manufactory, he saw that preparations for a second large lot of the flying fish were under way. If that 50-inch is n't ready for him by the end of the week, "Telzah" will understand why he gets the cold shoulder the next time he crosses P. P.'s path. The Republic in its improved form is really a handsome and trustworthy machine. Broad hollow forks, open head, direct butt-ended spokes in gun-metal hubs, and balls to both wheels are the principal features. . . . "Ixion" sent to the *WORLD* some months ago a copy of the bill of fare for a dinner costing, I think, seventy-five cents, and asked if it could be beaten. Since it is a part of my daily routine to read the proof of the dinner bill for the Essex House, in this city, I present herewith a sample of what is served there every day for fifty cents:—Soup: Julienne. Fish: Baked haddock au tomato. Boiled: Corned beef; fowl with salt pork, white sauce. Roast: Rib of beef, dish gravy; leg of lamb with jelly; turkey, cranberry sauce. Entrées: Calf's liver sauté aux fine herbs; lobster salad. Cold dishes: Sugar-cured ham; corned beef. Relishes: Tomato catsup; pickles; horseradish; Worcestershire sauce; lettuce. Vegetables: Cream potatoes; sugar corn; boiled potatoes; beets; onions; turnips. Pastry: Steamed plum pudding, brandy sauce; apple and orange pies. Dessert: Apples; figs; crackers; cheese; tea, coffee. When it is remembered that this hotel is one of the best in the city, and that everything is promptly and cleanly served, there is little room for wonder that so many wheelmen, finding themselves in this vicinity about noontime, suddenly discover the danger of riding on an empty stomach. But let me cau-

tion all such that their after-dinner antics have often, in times past, been the means of drawing an amused group to the adjoining windows of

PEDAL PUSHER.

"Wanted,—Bicycles."

Editor Bicycling World:—I had it in mind to reply to this communication at the time I first saw it, but press of work caused me to neglect to do so. This week's *WORLD* again calls my attention to the subject, and I would like to speak of one point which I think has an important bearing, and which seems to have been overlooked.

Bicyclers would not be so well served if dealers carried larger stocks. Changes, many of which are important improvements, are being constantly made in the construction of our wheels, and purchasers of new wheels would not care to invest in bicycles embracing in their construction some bearing, or part, which has been proven comparatively defective. Let the *very old* wheelman of four years' standing review the great changes that his opinions have undergone as to what is the perfect thing in the different parts that make up his favorite mount, and he will agree with me. I can understand how "****," smarting under the disappointment of not getting a wheel for the fine weather that was inviting him, should write just such a letter. On the other hand, I have carried through a long winter as many bicycles as I sold during the miserably short season we had that year, and when I did sell them the following spring, I felt they were decidedly out of date. English makers carry no stock; send them an order, big or little, and they will tell you the machines will be made and the order filled as soon as possible. This usually means in about two weeks. Let the provident wheelman look ahead sixty days, and he will get his wheel dead sure, and furthermore will get just what he wants, instead of buying, under the pressure of immediate want, a bicycle which does not quite suit. Bicycle making should not be done on the ready-made clothing order. The less of this the better for all concerned. F.

Essex County Meet.

Editor Bicycling World:—By to-night's paper I see that "the arrangements for the Essex County Bicycle Meet are nearing completion," and that about one hundred and twenty-five riders are expected to be in line. When the last direct news from Lawrence came, every town or city had answered favorably but Salem. The distance may make them timid, but the road, my dear "Hawthornes," is a fair road to travel, as the "Pioneer" and "56," of Lawrence, and yours truly, can testify; then, as the last resort, there's the cars. Take *all* the officers, Ellsworth, if it's necessary for the club's salvation. Some other fellow will soon want to try his hand and profit by your blunders. That's the way we do here, and it really seems this

season as if the Haverhill Bicycle Club might amount to something. New members, new life, new uniforms, a captain who can and will devote some of his time to the duties of his office, and a general disgust at the apathy before displayed, makes *one* of the old 'uns feel more cheerful. A description of our club drill might equal Ellsworth's club meeting, but we'll wait and see. If you want to tear out a Haverhill Bicycle Club man, ask him how he likes corduroy, and — I should smile. 869.

HAVERHILL, MASS., 28 April, 1882.

Manchester.

Editor Bicycling World: — The Manchesters were out again yesterday, and got in about fifteen miles of travel, on and off. One of our young bankers invited the club to visit his parental home in the neighboring town of Bedford, and we accepted. We always like to go there. The town is noted for its hospitality, rich farms and good families. One of its best known descendants was "Zach" Chandler, the old political war horse. We found the roads slightly heavy, owing to the welcome rain of last week, but the five-mile post was reached in thirty-eight minutes by the leaders. The president and secretary were meantime having a tussle with an affectionate bovine, who seemed loth to have them leave her, as she probably mistook the president, with his auburn mustache, for her lost bossy. At last the cow was pastured, and the boys were safe. Our destination reached, the examination of live stock, hunting for trailing arbutus, and the discussion of a dinner, such as all bicyclers like, — topped off with some old Bedford cider — filled four hours with solid enjoyment. The ride home was made in safety, though the whole club saw some big snakes in the road.* Now, in regard to our roads. Manchester is in a sandy valley, and we can't extol them, outside of the city limits. We can only promise visiting wheelmen a sample of that hearty hospitality for which our city is noted. Hope to see a good number here this summer. SCRIBE.

MANCHESTER, N. H., 1 May, 1882.

Hackensack.

Editor Bicycling World: — Allow me as one of the original members of the League to heartily indorse and second the general scheme of "Cyclos" in your last issue, in regard to reorganizing the League so far as sub- or State divisions are concerned. I think the idea most excellent, and sincerely hope to see something of the kind, or this very plan of "Cyclos," with such alterations as may be deemed necessary, carried out at once at the Chicago Meet. I agree with "Cyclos" that the present organization of the L. A. W. does not meet present requirements; in fact, we have outgrown it. A systematic and perfected State or subdivision arrangement would certainly

tend to bring out a greater interest in the League, by having its practical working machinery somewhere near each individual member's home: as it runs now, a man knows he's a L. A. W. member by consulting his membership ticket occasionally, otherwise the League is a sort of far-off — very far off — ethereal organization. "Cyclos's" scheme will bring the matter home to each member. I appeal to you, Mr. Editor, to give the plan your support through the columns of the *WORLD*. By all means let us have a League that can be felt and seen, not one that you read about merely. I hope I shall hear very soon the voice of my friend and fellow Jerseyman Johnson, of the Essex, raised in support of this new, practical, and very much needed plan. Let us hear from you, gentlemen Leaguers; come, speak up! Now's your time; the Meet is very near, no time to be lost. C. JULIAN WOOD,

Capt. Hackensack Bi. C., L. A. W. 379.
HACKENSACK, N. J., 1 May, 1882.

The Proposed Revision.

Editor Bicycling World: — There is under consideration at this time, by a committee appointed for the purpose by the Board of Directors, a new scheme of government proposed for our League. As this proposes a radical departure from the present system of management, the attention of all members is called thereto, and an expression of opinion and suggestions are cordially invited and urged. This plan is briefly as follows: —

(1) The general government of the League to be vested in an executive committee, composed of its five chief officers, viz: president, marshal (attending chiefly to touring and racing matters), secretary, treasurer, and editor. They shall conduct all matters not purely local, and therefore managed by other bodies. They shall issue a bulletin, under the direction of the editor, which shall be sent free to all members, and be the means of extending information concerning tours, League management, etc. They shall levy a *per capita* tax on the State boards, which money shall be used in assisting weaker States, when approved of by the committee; in payment of expenses incurred in publishing the League journal, and in partially defraying the travelling expenses of the committee. This body to be elected by the general League membership. (2) Each State to manage its local interests by a board of directors, who shall elect from their own number to fill the following offices: Commander, marshal, secretary, and treasurer, and such committees as may be necessary, including one on membership, and another on rights and privileges. (3) Each State shall be districted geographically, and each district shall elect one director to manage League matters therein, and represent it in the State board.

It is furthermore suggested that a numerical qualification be required before a State is granted local government;

until which time they shall be wards of the Executive Committee. That the benefits to accrue from this improved system may be assured, it is earnestly recommended that the dues be somewhat increased, — say to a dollar and a half or two dollars.

The plan suggested by your correspondent "Cyclos," in a recent issue of your journal, differs in some important particulars from that just given; notably in proposing a legislative congress of State commanders. This would be virtually the same as our present Board of Directors, and open to precisely the same objections: first, its unwieldiness, because of its size; next, the impossibility of getting other than a sectional representation at meetings; and last, the impossibility of frequent meetings. In fact, this was the plan first thought of when the matter of revising our government was taken in hand, but was finally abandoned because the plan that was presented to the board possessed such positive advantages over it. These were, briefly: (1) Extreme simplicity in construction, thereby securing (2) great facility in its working. (3) By its system of election obtaining a more perfect representation of the general membership. (4) Accessibility at all times. The desirability of districting States geographically rather than numerically lies in its fixity, and in its avoidance of the localization of the board of directors. Moreover, by "Cyclos's" plan, one of the faults of our present system is retained by giving the director of the sparsely populated (by riders) sections more territory than he can, by personal inquiries and observation, efficiently look after. The time is ripe for a thorough overhauling of our League system; and if one and all will energetically put shoulder to the wheel, the coming season will find our organization in such working order, yielding such positive advantages to all participants, that there can be no question, even on the part of the ill-disposed, as to whether the L. A. W. accomplishes anything, and no further complaint that applications for membership are falling off.

G. F. C. SMILLIE,
Director L. A. W., New Jersey.
PLAINFIELD, N. J., 5 May, 1882.

PHILADELPHIA and Washington correspondents have kindly sent us comments and newspaper cuttings in relation to the reopening of the horse and bicycle controversy in the former city and Baltimore, a portion of which we published last week, and intended giving further space to it in this issue; but a pressure of more immediately important communications coming in later necessitates the temporary crowding out of much matter already in type.

THE secretary of the Brooklyn Bicycle Club has our acknowledgments for the receipt of a neatly printed and comprehensive copy of the club's rules and by-laws.

* We trust our correspondent will henceforth decline "old Bedford cider." — EDITOR.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. 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 2 October, 1880, 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.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

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,
Corresponding Secretary L. A. W.

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AERIEL BI. CLUB.—Additional: W. S. Noyes, 155 Washington street; Chas. A. Harvey, 1,702 Prairie avenue; John Gould, 2,247 Calumet avenue; John M. Shaw, 125 La Salle street; S. H. Vowell, 478 N. La Salle street; Fred. Bennett, Hyde Park, Cook County, Ill., —all of Chicago, Ill.

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This closes the applications for the present League year. No more names can be published in time to be passed by the membership committee before 30 May, 1882. Applications received after this date, 8 May, will be turned over to the corresponding secretary, to be elected 30 May, and by him submitted to the new membership committee then to be chosen; this will necessitate considerable delay in issuing the tickets, but such delay cannot be avoided.

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

CURRENTE CALAMO

THE Dunkirk Bi. Club has adopted a uniform as follows: Gray Yale shirt, cadet gray knee-breeches, navy-blue stockings, white helmets and belts.

THE CHELSEA BICYCLE CLUB has adopted a uniform of dark green, comprising coat with turn-over collar, breeches and cap, all of yacht cloth, stockings, and low shoes.

MR. J. S. DEAN, who has happily recovered his equilibrium, and moves serenely among us once more, announces his intention to participate largely in the racing events of the present season.

A BOY on a small wooden velocipede scared a horse on the boulevard in Albany last week, by which a carriage was overturned and smashed, and a lady and her coachman thrown out and severely injured.

MR. HARRY PERCIVAL, who has been for the past two years connected with his brother, C. R. Percival, as salesman, has severed business relations with the latter and now announces his services as negotiable elsewhere.

THE Bicycle Club at Seneca Falls has organized a stock company to construct a sixth-mile track, work upon which has been commenced. The members of the club take the greater part of the stock, and the balance is taken by citizens.

THE Charlotte (N. C.) Bicycle Club has accepted an invitation to participate in the annual celebration of the Mecklenburg Declaration of Independence, 20 May, and has invited other riders in the State to join them. They intend making their parade the most prominent feature of the day. The club has eighteen members.

A CIRCULAR, signed by Capt. W. F. Gullen, of the Brooklyn Bicycle Club, and Capt. John Clark, of the Kings County Wheelmen, addressed to bicyclers of Brooklyn and vicinity, and containing the rules regulating the use of bicycles in Prospect Park, has been issued, and the observance of the same urgently requested.

MESSRS. KELLER, PROBERT, AND CAPT. SMITH, of the Dunkirk (N. Y.) Bicycle Club, took a 52-mile run recently from Dunkirk to Mayville via Fredonia, Brocton, Portland, West Portland, Prospect, and Hartfield, and returned via Westfield and Brocton. Total distance fifty-two and one half miles, by Livings-ton Cyclometer.

MR. C. H. LAMSON intends making an extensive exhibit of the new L. A. W. badge design in various styles and degrees of finish, and at prices for gold ranging from \$2.50 up to \$20. Therefore, those who desire to procure theirs earlier should send in orders at once. His advertisement in another column will give some idea of what he can do at present.

THERE were more bicycles seen in the

Boston suburbs last Sunday than all other pleasure vehicles, and many of the clubs turned out good delegations for special runs to various points of interest; but the helter-skelter style of riding and incongruities of dress shown by some of these groups is far from commendable as a Sunday recreation, and tends to discredit the wheel among those whose goodwill and influence is most desirable.

THE BICYCLING WORLD for 26 May will be a special number, and we shall make a free distribution of a large quantity at the League Meet in Chicago. The number will be a specially fine advertising medium, and those who wish to employ it should send in their favors early. Advertisements should reach us not later than Tuesday morning, 23 May. Clubs who wish to publish their Chicago address during the Meet can do so for fifty cents.

SUB-CAPTAIN ORVON G. BROWN (185 Centre avenue), of the Keystone Bicycle Club, of Pittsburg, writes that he has secured special rates from that city to Chicago and return, fare \$18.00 the round trip, first-class passage and free transportation of bicycles. Any bicyclist wishing to take advantage of these rates can secure an order by addressing him as above. Train leaves daily at 2.15 P. M., arriving at Chicago (over Pittsburg, Fort Wayne and Chicago Railroad) at 8.20 the next morning. The delegation from his club will start Sunday, at 2.15 P. M., and they would be glad to have the company of any other wheelmen.

THE Boston Bicycle Club turned out ten men under Capt. Hodges, for the run to South Canton and return last Saturday afternoon, and it proved one of the most enjoyable trips of the season. The party put up at "Cobb's," and during the forenoon of Sunday made excursions to Massapoag Pond and vicinity, dined at the Blue Bell, and started for home about two o'clock, the round trip covering about forty-five miles. To-morrow they go to Providence by rail and as guests of the Providence Club run to Rocky Point and return home on the wheel from Providence Sunday morning, weather permitting.

WE desire to hear from the following clubs for the completion of our Club Directory as announced in the department of "Wheel Club Doings," or failing, we shall have to report those we know are not disorganized on the basis of last year, and drop doubtful ones from the list: Arlington, Aquilo, Ariel (Pittsburg), Arrow, Atlantic, Ann Arbor, Atlanta, Boston, Brockton, Branch Missouri, Baltimore, Brattleboro, Burlington, Cambridge, Charlotte, Canandaigua, Columbia College, Chauncy, Centaur, Challenge, Chillicothe, Chelsea, Detroit, Dayton, Edgewater Wheels, Elite, Essex, Elgin, Erie, Framingham, Fitchburg, Falls City, Fort Edward, Grand Rapids, Genesee Wheelmen, Hawthorne, Hermes (Providence), Hermes (Potsdam, N. Y.),

Harvard, Hope Wheel, Hill City, Hackensack, Hamilton, Hudson, Hub, Honesdale, Indianapolis, Jackson, Knickerbocker, La Fayette, Lafayette, Lenox, Lansing, Lockport, Lancaster, Meteor (Boston), Missouri, Middletown, Middlesex, Manhattan, Melrose, Montclair, Mercury, Menotomy, Mohawk, Milwaukee, Minneapolis, Meriden Wheel, Massachusetts, Massachusetts Agricultural College Wheel, Mt. Pleasant, Natick, New Bedford, Newport, Northboro', Nail City, Norwich, New Haven, Nashville, New Orleans, Omaha, Oakland, Orange Wanderers, Phillips (Andover) Academy, Peoria, Portland, Pickwick, Princeton, Pittsfield, Pegasus, Phillips (Exeter) Academy, Pequot, Plainfield, Pequonock Wheel, Remsen, Salem, Saratoga, Suffolk, Shawmut, Streator, Salt Lake, Somerville, Seneca, St. Thomas, St. Louis, Stoneham, Susquehanna, Southbridge, Tivoli, Trenton, Toledo, Troy, Toronto, Thorndike, Union, Utica, University, Wilkesbarre, Waltham, Worcester, Westchester, Wanderers, Waterbury.

NOTES, QUERIES, ETC.

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

Answers to Correspondents.

O. A., Louisville. — American amateur ten-mile records: Lewis T. Frye, Boston, Institute Fair building, 14 January, 1882; time, 35m. 44½s. Best out-door, W. W. Stall, Beacon Park, Boston, 15 October, 1881; time, 36m. 22½s.

C. E. M., Marietta, Pa. — The Keystone Bicycle Club is located in Pittsburgh, Pa.; secretary's address, John W. Pears, Pennsylvania avenue, Homewood.

Cincinnati, Pekin, Ill., would like to hear "positive, reliable, and impartial opinions" from any wheelmen who have practically tested the American Star bicycle, in regard to its "speed, ease of propulsion, durability," etc. Address him as above.

J. B. M., San Francisco. — The cradle spring is an English invention and a specialty of the Arab Bicycle manufacturers, whence it derives its name, "Arab Cradle Spring," and has been in use over two years.

G. H. S., San Francisco. — The track in the New England Manufacturers' and Mechanics' Institute building, Boston, is on the main floor, is exactly five laps, is a very short oblong, has three good corner turns and one fairly good, is generally from sixteen to twenty feet wide, but where it passes under two stairways is only about twelve feet wide, has a four-inch rail circling the inside just eighteen inches from the mile line (which allows the contestants very little chance to shorten the course), is rough and jolting on the side courses by reason of crossing the lay of the flooring, which has not yet been properly smoothed down, and on one side crosses an iron railway. It is not a very fast track, but at a slight expense might be much improved.

A. J. M., Hamilton, Mo. — We do not keep copies of foreign periodicals on hand. Send direct to publishers' address.

Editor Bicycling World: — I presume the "wheel" is not unknown at the White Mountains and vicinity; so, "if one who has been there" can inform the undersigned of his experience with the roads while there, — especially in the vicinity of North Conway, — and if there is easy wheeling between Fabyan's and Portland, Me., he will greatly oblige
OSCAR.

ST. CATHERINES, ONT., 1 May, 1882.

[If "Oscar" will consult his files of the BICYCLING WORLD for the past year, he will find several accounts of White Mountain trips by wheelmen; and the issue of 24 June, 1881, contains a general description of the roads encountered by myself in a wheel tour from Portland via Lake Umbagog to Dixville Notch and Little Diamond River, and return via Connecticut River valley, Jefferson Hill, the Glen, and North Conway to Portland, made in July, 1880. The same party made the trip the year previous through the White Mountains, returning home via Fabyan's, Crawford's, Bethlehem, and Franconia, being the first bicyclers ever touring through these localities. — EDITOR WORLD.]

LAST Monday morning Messrs. Bay-

liss, Thomas & Co., of the Excelsior Works, Coventry, received a cablegram from the States, ordering two hundred and fifty machines, principally 50, 52, and 54-inch D. E. H. F's. This is something like an order, and shows how the wheel is progressing in America. — *Cyclist*, 19 April.

ONLY a bicyclist, riding along
On his glittering wheel as he hummed a song,
When he caught the eyes of two ladies fair;
Who smiled on the rider passing there.

Only a rut in the street just there,
That he did not see for the ladies fair,
But, alas! not seeing, a header he took,
And passing flirtations that rider has shook
When riding on his machine.

— Puck.

Tricycles. — The Cheylesmore.

THE day has passed when our fair countrywomen complained that 'cycling was so exclusively a masculine delight that from its very selfishness they condemned it. Such rapid strides toward perfection in the three-wheeled steed have occurred in the past year as to place the greatest enjoyment within their reach. Many English tricycles are so constructed as to be especially adapted for ladies' use, and the comfort, safety, and power have been so increased that the much-vaunted bicycle has finally been compelled to acknowledge its inferiority in many points even for skilled men.

The Cheylesmore belongs to the rapidly increasing army of double drivers, an advantage as great in the tricycle as is the placing of the rider over his work on the bicycle. It is safe to predict that in two years from now, every first-class maker will have discarded the dangerous, power-losing, single side-driving pattern for some form of the double-action machine.

Those who are familiar with the Special Club bicycle need not be told that the workmanship of the Cheylesmore tricycle is of the finest quality, surpassing that of any other three-wheeler that has been imported. The drivers, forty-four inches in diameter, are fitted with best fifteen-sixteenths red rubbers in the Club hollow rim. The frame of weldless steel tube is of the hay-fork pattern, gracefully curved. Plain or ball-bearing pedals are fitted to a double-cranked shaft, which revolves in ball bearings, and has fitted to its ends the patent Cheylesmore clutches; stout non-stretchable, frictionless chains connect these with the driving wheels, and afford a direct instantaneous transmission of power, such as is given by the intermediate gear wheel of the Excelsior, but which is lamentably lacking in every other chain-driving tricycle that has come under the writer's observation. These clutches engage instantly on the slightest forward pressure, while the stationary position or occasional stroke that they afford the pedals is a remarkable improvement. Back-peddaling is, however, impossible; and the Coventry Machinist Company, therefore, fit upon the Cheylesmore a most complete and effective

brake. By pulling a convenient horn-tipped lever, long spoons are pressed upon the tires of both drivers with even pressure, obviating any tendency to swerve in a sudden application. A neat rack and pinion, with spade handle, steers the 20-inch rear wheel. All bright parts are nickelled, — spokes hubs, steering, etc., and the rest handsomely japanned. A strong cushioned seat for ladies' use is fitted, completely insulated upon rubber buffers, which appear to absolutely destroy all vibration of the road.

The Cheylesmore is imported by a New York house, and several are in use in adjacent Jersey. The writer is using one on Essex macadams, and is delighted with its performance, notwithstanding the fact that 7,200 miles of bicycling has made him rather critical. IXTON.

H. C. BLUE & CO.

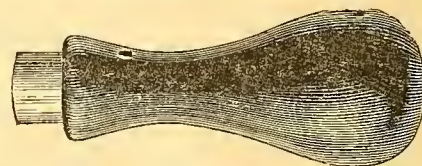
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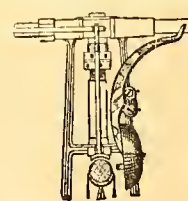
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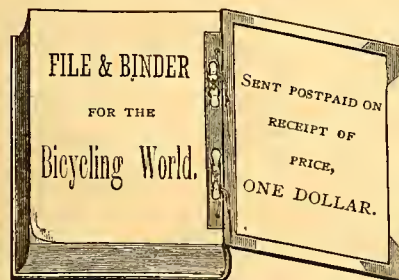
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

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ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

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BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. **C. A. HAZLETT**, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

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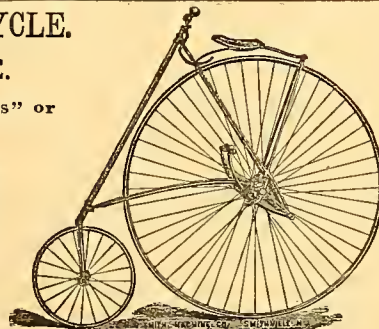
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Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. **L. P. Devillers**, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. **E. C. Hodges & Co.**, Boston.

TRICYCLING JOURNAL.—Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by **Walter D. Welford**, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. **E. C. Hodges & Co.**, Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by **C. W. Nairn** and **Henry Sturme**. Published by **Iliffe & Son**, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; *Diary for 1882*; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by **Henry Sturme**, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. **Charles Cordingley**, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at **BICYCLING WORLD** office.

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BICYCLE PRIMER, by **John R. Heard**. Illustrated by **M. C. Clark**. A humorous Alphabet of the Wheel, 10 cents.

THE VELOCIPEDE (of 1869): Its History, Varieties, and Practice. 30 cents.

LYRA BICYCLICA, by **J. G. Dalton**. Poetry of the Wheel. 60 cents.

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200 copies only of the *Wheelman's Annual for 1882* remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

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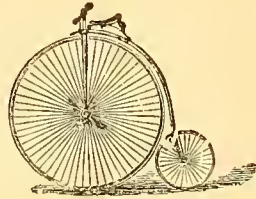
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