



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.

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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, 28 APRIL, 1882.

THE HANDICAPPING.

A CORRESPONDENT of *Turf, Field and Farm* says, concerning the recent five-mile handicap race: —

"Mr. Gideon was treated most shabbily in this manner: Mr. Dean was one of the handicappers; also a rider in the race. Of course he placed himself some 280 yards on the start. A handicapper has no business to race, nor is any one allowed to handicap who has money staked on a race. This is the English rule. I may be wrong; but I have a notice where a dispute arose, and was decided against the handicapper."

In this connection it is but justice to state that while Mr. Dean was nominally one of the handicappers, that gentleman, practically, had nothing to do with arranging the handicaps, nor was he even consulted by the other members of the committee, who went to work almost en-

tirely on the basis of the practice time of the contestants during training, and yielded largely to the knowledge and recommendations of Mr. Prince, the trainer of the men, and who was naturally supposed to be the best judge of the capabilities of each. Mr. Gideon was put at scratch at his own desire, and Messrs. Underwood and Claflin were put at scratch at 100 yards, respectively, solely on their practice merits, they having invariably distanced Mr. Dean, and the former repeatedly scoring the five miles in the neighborhood of 16 minutes. While it is admitted that Mr. Dean's handicap was a mistake, and no one feels worse about it than the gentleman himself, he is in no wise to blame for it, and knew nothing of it until he saw the printed programme. Mr. Prince recommended his handicap at 300 yards, and the chairman of the committee favored 200 yards; and the figure was finally placed at 280 yards on the former's insistence. The fact that the four other principals came in close together at the finish showed that excepting in Dean's case the handicapping was just. While in respect to some of those contestants whose practice on the Institute track was insufficient to form a basis and handicaps were allowed on their previous records, had this basis been followed in the cases of Messrs. Claflin and Dean, their allowances should have far exceeded those given, — Mr. Claflin's especially; but taking as they did the actual practice of Underwood, Claflin, and Dean during the fortnight preceding the race, the committee made as fair an allotment as was possible. Both the former gentlemen should have made a better showing at the race; but Mr. Underwood was admittedly out of condition from a slight illness, and Mr. Claflin had not, we understand, fully recovered from the effects of a sprain received a few days previously. In view of these various considerations, we think that comments such as are quoted at the beginning of this article, as well as intimations we have elsewhere heard of unfairness on the part of the committee, are hardly just.

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.]

29 April. The Massachusetts Bicycle Club will meet at headquarters at three P. M. for a run to Mattapan. Route as follows: Columbus avenue, West Chester park, Huntington avenue, Parker street, Centre street

(Jamaica Plain), South, Morton, Austin, and River streets, to Mattapan; return *via* River and Washington streets, Dorchester.

Boston Bicycle Club, April fixtures, 1882: 30. Headquarters, 11 A. M. To Taft's Tavern, West Roxbury. Lunch and rendezvous at 2.30 P. M. and return. Notice. Starts will be made punctually. Associate members are invited to participate in the April runs.

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.

KINGS COUNTY WHEELMEN. — At the annual meeting, held 23 March, the officers elected for the year were as follows: President, G. T. Brown; captain, John Clark; sub-captain, Ed. F. Fisk; secretary and treasurer, F. H. Douglass; bugler, Wm. H. Austin. The club has now twenty-two active members, and proposes to obtain new headquarters and club rooms.
D. H. F.

FALLS CITY BI. CLUB. — At the meeting of the Falls City Bicycle Club, held 12 April, the following were elected officers for the ensuing term: President, Henry Haupt; captain, William T. Francke; secretary and treasurer, Albert S. Dietzman.

TROY BI. CLUB. — At the annual meeting of the Troy Bicycle Club, held 13 April, the following officers were elected for the ensuing term: President, R. D. Cook; secretary, L. J. Thiessen; treasurer, T. B. Way; captain, J. R. Torrance; lieutenant, J. B. De Golyer; bugler, A. P. Edmans; club committee, R. D. Cook, L. J. Thiessen, J. R. Torrance, J. B. De Golyer, Wm. M. Edmans; room committee, D. L. Hamill, F. P. Edmans, C. M. Grant. The club uniform will be adopted at our next meeting, which occurs the first Thursday in May. The uniform will probably consist of gray corduroy breeches, navy-blue stockings, blue canvas lace shoes, and dust-color shirts, polo caps same material as breeches. A club monogram has been chosen, and to us it is very pretty and tasty. We also decided to have weekly meets every Thursday afternoon at five o'clock. Our Albany friends are invited to join us, as well as all bicyclers who may honor our Trojan City with a visit.

We have some splendid roads, level as a billiard table for fifteen or more miles, extending northward in the country. Occasionally a few of our members can be seen encased in regimentals *à la* Oscar Wilde, all over mud (sometimes), spinning their wheels on a ten-mile run before breakfast or after supper. The roads that we frequent are dotted with

half-way inns (I state this fact as an inducement for our Albany friends); and the rain water, etc., kept in those inns, are as healthy as any kept in the Dutch town six miles below Troy. The entire club membership have been nicknamed. Wishing all bicyclers as many joys as there are ends to the hind wheel of a bike, I close. L. J. THIESSEN, *Sec.*

TROY, N. Y., 17 April, 1882.

ATLANTIC BI. CLUB.—A new club has been formed in this city, named the Atlantic Bicycle Club, and having a membership of fourteen. The organization is as follows: President, Clarence H. Millett; captain, Charles H. Odell; sub-captain, Samnel A. Goodhue; secretary and treasurer, Daniel L. Jewett. Sometime ago there was a club formed here under the same name, but it was disbanded.

DANIEL L. JEWETT, *Sec.*, Box 262.

SALEM, MASS., 20 April, 1882.

BRISTOL WHEEL CLUB.—A club was formed in Bristol, Conn., 20 April, with the following official organization: President, H. N. Gale; captain, E. F. Dwight; sub-captain, L. B. Norton; secretary and treasurer, W. Staats; directors, A. H. Bradley, C. E. Dunbar, F. P. Spring.

ST. THOMAS BI. CLUB.—*Editor Bicycling World:*—At a meeting of the wheelmen of St. Thomas, Ont., 19 April, a club was organized, and the following officers elected: Captain, C. H. Hepinstall; sub-captain, A. Wood; secretary and treasurer, Jas. S. Brierley. The color of uniform decided upon was blue. About twelve active members were enrolled, with prospects of a rapid increase. Roads are good in this vicinity; and we hope to receive visits from some of our American cousins ere the season closes.

JAS. S. BRIERLEY.

ST. THOMAS, ONT., 20 April.

NEWTON BI. CLUB.—At the last meeting of the Newton Bicycle Club the following officers were elected: President, J. C. Elms, Jr.; secretary and treasurer, F. H. Whiting; captain, Herbert Pratt; first lieutenant, Robert W. Bush; second lieutenant, W. H. Noyes. The club now comprises sixteen members, and the prospects are that this number will soon be largely increased. The members propose to apply for membership to the League at the next meeting, adopt a uniform, and organize runs, excursions, races, etc. A committee has been appointed to select a suitable club-room, and we may congratulate the club for its energy and enterprise.

CHAS. L. CLARK,

Consul for Newton.

TORONTO BI. CLUB.—*Editor Bicycling World:*—We have just entered upon the second year of our club existence, and have no reason to be ashamed of our record. In April, 1881, the club was organized with a membership, nominally of twelve members, but really of eight. Four who were present at the inception of the club never afterwards

identified themselves with us. We now number about thirty-five active members, and every meeting shows an increase. The sport, or recreation, or exercise, or whatever you choose to call it, is taking hold of the young men here, and the result is that we consider ourselves entitled to the first rank in the Canadian list of bicycle clubs. Some of our members have been lost to us by removal to the great Northwest, but their places are quickly filled up by new recruits. The annual meeting was held on the 14th inst., at the residence of Mr. H. Goulding, who tendered a supper to the club on the occasion of his retiring from the captaincy, some twenty-eight members accepting the invitation, and thoroughly enjoying themselves. The following officers were elected for the ensuing year: President, Alderman Jas. B. Bonstead; vice-president, H. Goulding; captain, Ewing Buchan; first lieutenant, R. H. McBride; second lieutenant, F. A. Howland (late of Boston Bicycle Club); third lieutenant, P. K. Stern; secretary, W. E. Carswell; treasurer and statistical secretary, Geo. Edwards; bugler, G. C. Clark. The whole affair passed off very pleasantly and harmoniously, and every one seemed pleased with the elections,—the defeated candidates, of course, excepted. On the following day a run was taken by several members to a village some nine miles distant, which was reached in an hour and one quarter from the start. In returning, some difficulty was experienced with the farmers' horses, dismounts having to be made in one or two instances, while the drivers objurgated the riders, and expressed the opinion that this thing would have to be stopped; and so say we, but it must be by the horses getting used to it. Our city is to have some eighteen miles of cedar block paving done this year, and we are in treaty with the Industrial Exhibition people to have a cinder path laid down inside the horse track at the exhibition grounds, so that the outlook for bicycling in Toronto is very encouraging. Several of the club are discussing the pros and cons of attending the L. A. W. Meet in Chicago; and if satisfactory arrangements can be made with the railways, I have no doubt Toronto and other parts of Canada will be well represented. CHALLENGE.

TORONTO, CAN., 20 April, 1882.

KEYSTONE CLUB GOSSIP.—*Editor Bicycling World:*—About eight or nine of the club are going to the L. A. W. Meet....The Keystone Bicycle Club took a club run on Thursday evening last, and covered twenty-eight miles by cyclometer....While Brown was going to club meet some wretch threw a half-brick and struck him on the left shoulder, which caused him to take a "header," and falling on his handle bar snapped it in two, and he was allee-brokee-uppee-allee-samee for a day or two....The club has the Yale fever....Thomas Owens has a 49-inch....Tom Wood has a 58-inch....Frank Hoover has a 52-inch....

George Wilson has ordered a 56-inch....James Denniston has ordered a 55-inch, and is now haunting the express office morning and afternoon....Brown is going to get a 60-inch....French, McCollough, Pears, and Woodwell will all buy Yales as soon as they dispose of their present wheels....William Dick has been elected to full membership of the club....The by-laws for new members and old ones read as follows: "Each member must have a club suit within six weeks after his admission to the club; \$1.00 fine is imposed for each week until three months will have elapsed. If he gets his suit within that time his money is refunded; if not, he is expelled from the club, and his name published in the BICYCLING WORLD."....The club is going to take an excursion to Lake Chautauqua, a distance of two hundred miles, riding the whole of the distance on their wheels (no crabbing)....We are going to have a series of races on 27 May, at Exposition grounds; course, one half mile....Hoping we will meet you and all the L. A. W. members, we are 1847.

The Hill City Bicycle Club, of Hillsboro', Ohio, were treated to a complimentary banquet on the occasion of their April business meeting, the 11th inst., by L. A. W. Consul George Bowers, of that city. The affair was a surprise, but after the club recovered from its immediate effects, they testified their appreciative satisfaction by making their jaws do the double duty of devouring the dinner and congratulating their entertainer and each other.

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 League.

Editor Bicycling World:—Circumstances have lately obliged me to withdraw my attention, temporarily, not only from practical wheeling, but also from all matters connected therewith, so that I have hardly been able to even so much as read my BICYCLING WORLD with the attention it deserves. I note, however, that some correspondent suggests that "Cyclos" ought to become an active and energetic member of the League, and to labor for its extension and improvement, instead of merely standing aside and finding fault. These are not the words, but convey the idea. To this I would simply reply that "Cyclos" is a member of the L. A. W.; that he does labor for its extension and improvement, and has just induced his club to make it a rule that the club initiation fee shall include that for admission to the League, and that the names of all new members of the club shall be sent by the secretary to the League as soon as their club initiation fee has been paid. If this rule were

adopted by all clubs, it would probably greatly strengthen the League. If, on the other hand, the League wishes to strengthen the clubs, it seems to me that expulsion from a local club should carry with it expulsion from the League without further ceremony.

The question of amateurship has come up in a shape which seems to justify some remarks I have made elsewhere. This is simply one of the many unpleasant things inseparably associated with the official recognition of racing. But if we must recognize this business, let us be both just and sensible. Let us make our definition brief and unmistakable; viz., "An amateur is one who has never taken part in any bicycle race or other athletic exhibition for pay, or for a money prize, or with a professional." That seems to cover it, and it does not shut out Col. Pope, or Mr. Weston, or any of their employees.

The idea that a gentleman at the head of a large bicycle business, and drawing therefrom, it is to be hoped, a liberal income, is eligible as an amateur, while one of his employees, engaged in the same business, for, it is to be presumed, a smaller income, is thereby rendered ineligible, is as absurd as it is unjust.

The old law maxim, "*Qui facit per alium facit per se*," holds good here as elsewhere. Every man is responsible for the acts of his authorized agents or employees, if performed in accordance with his instructions; so that when an employee of a bicycle manufacturing firm or agency teaches riding, either for pay or as an aid in selling machines, he does not act for himself, but for his employer, who takes whatever profit may arise from the transaction, and so really teaches bicycling for pay. Though he does not do it himself, he does it by another, and legally and justly it becomes his act.

This logical pursuit of the League definition of an amateur would exclude every stockholder in the Pope Manufacturing Company or the Cunningham Company. It is a clear case of *reductio ad absurdum*; and the sooner this and other rules of the L. A. W. are revised by some one who can write good plain English, the better.

And this reminds me that Director Smillie of New Jersey has proposed an entirely new constitution for the L. A. W., which should receive careful consideration at Chicago. The general principle of subordinate State organizations must sooner or later be adopted, or we shall find the League breaking up into independent Eastern and Western, Northern and Southern Leagues, and so on, and the chief value of the organization as a union of all wheelmen in the country will be lost. I would personally prefer to have the legislative body of the League consist of the State commanders, who could meet yearly, at the time and place of the League Meet, and transact such business as might be necessary. Appeals from decisions of individual State commanders might be taken to the

board of directors for that State, from thence to the executive committee, and as a last resort to the annual meeting or congress of the State commanders, which should be presided over by the L. A. W. president, and at which it should be the privilege and duty of all members of the executive committee to be present and to speak on all questions, but *not to vote*, except in case of a tie, when the president should have the casting vote.

Some such republican form of government must take the place of the simple democracy of our present organization, which, by confining legislation to those present at each Annual Meet, puts the government of the League into the hands of the few who, by reason of their geographical nearness to the place of meeting, or their wealth and leisure permitting them to travel, can attend the Meet and control its action; while the many who for various reasons can *not* attend in person have no voice whatever.

My plan of reorganization would be, in general terms:—

1. Each State to be districted. One State director to be elected by the votes of the members in his district.
2. Directors so elected to organize by electing State commander, vice-commander, secretary, and treasurer.
3. State commanders so elected to attend the Annual Meet of the League, and to form the League congress.
4. This congress to elect the League president, vice-president, secretary, treasurer, marshal, and editor, who should form the executive committee.

In electing State officers, the State directors need not confine themselves to their own number. Any member of the League to be eligible for executive committee. The first apportionment of each State into districts should be made by the League at the general Meet, on the basis of one director for each one hundred members, or fraction thereof over fifty. Reapportionments to be made *annually* by the State board, subject to the approval of the League congress. *Consuls* to be appointed by each director in his own district, subject to confirmation by the State board of directors at its quarterly meetings.

Even as it is, the L. A. W. is a good thing for the wheelmen of America, but it has evidently outgrown its present form of organization; and while I propose to be loyal to it under *any* form of organization, I offer these suggestions for an improved organization, in the hope of stimulating discussion and bringing out the general sense of the members, and thus influencing to some extent the action of the respectable minority who must legislate for us at Chicago next month. CYCLOS.

P. S. Excellent suggestion that of Capt. Miller, of the Chicago Bicycle Club, in reference to club drills, simplified whistle code, and insignia of rank. I would like to see some book of "Wheeling Tactics" adopted by the L. A. W. The whistle code should certainly be sim-

plified. The one we have here is so complex that it needs a telegraph operator to understand it. Capt. Miller's suggested code has the advantage of great simplicity. By all means let us have a uniform tactics and signal code.

The Essence of Professionalism.

Editor Bicycling World:—So far from the discussions in and out of your paper having settled what the test of professionalism ought to be, they seem to me to have left the matter in worse need than ever of a thorough overhauling from the standpoint of facts and common-sense. I hope nobody who differs with me will consider this an insinuation that he lacks that quality; and once for all, I emphatically disclaim holding one spark of ill-will toward any living man in this connection. I will not waste your space or my own time discussing the justice of my "pretensions" to be a gentleman, because it has nothing to do with the subject, and is not important or interesting anyway; but I wish it understood that I accuse no one of fraud or dishonorable conduct, actual or presumptive. The question is one of principles, not of individuals except as they are necessarily affected.

I began (a fortnight ago) by saying that the League rule which excluded bicycle teachers from amateurship was absurd and impolitic. The defence advanced is, first, that other athletic associations do the same thing, and the League must follow their rules or have its members barred out of every competition except those of its own making; secondly, that the rule in itself is just and reasonable. As to the first, very likely it is true under present conditions; but are these conditions likely to be permanent? Certainly not: the relative weight of American bicycling as compared with other sports increases year by year, and it will not be long before the League, if it comprises the mass of bicycling athletes, can dictate its own terms to the other organizations, which are almost stationary. Even now it can stand on its own legs and afford to run its own races, if it must have races; and if "many of its best members" would really desert it, and give up the great bicycle races where they shine to be petty side-shows at a walking match or a football contest, they would in all probability be glad enough to come back before long. I do not see that the League is bound to make itself a tail to the athletic kite, and servilely copy every ironclad rule, just or unjust, that any sporting organization may make; and I honestly believe it could make them modify *their* rules by displaying a little backbone. I hope yet to see the time when it will not feel under the necessity of doing injustice to its own members in order to crawl through the knot-holes in the gates of the athletic kingdom of heaven.

On the second point, the intrinsic justice of the rule, my case is far stronger.

I assert that the line drawn in the League Constitution is not only wrong, but stupidly wrong; that it does not even rise to the dignity of hair-splitting, for it lets in the devil and all his works at one side while it shuts out presumed honest men at the other. It forbids racing for money, but it does not forbid racing for everything that money will buy; and it is only the self-restraint and sense of decency of wheelmen themselves that has prevented them under this license for making the rule an utter farce. Instead of crediting them with dishonest evasion of moral obligations, as Mr. Stall thinks, I believe them to be far more honest than the average of the community, or they would not have left a rag of the general spirit of the rule to cover the nakedness of the letter. A racer may not take a two-dollar bill for a prize; but he may take a barrel of flour, or a pair of boots or a tea-set, or a cyclometer, or the material for a silk dress, and keep in his pocket or put in the bank the money he had intended to pay out for the article. So far as the effect on his own mind is concerned, where is the difference? It is not the fact of a prize coming in the shape of coin or greenbacks that tempts a man to trickery and the bad odor connected with "professionalism," but the fact of its supplying his necessities or filling his pocket; and why is not this temptation just as strong if he strives for groceries or hardware or dry goods as if he strives for money and then pays his market bills with it? In fact, if the prize is an order on a dealer with whom he has a bill, it simply is money and nothing less, for of course it cancels a future bill if not a past one. If this does not place an athlete under the temptation which the League and all other similar organizations consider liable to end in fraud and "ways that are dark,"—in plain English, if it does not make a professional of him,—nothing can. Nothing could better show how unintelligently the rule was drawn; and if it was copied from other codes (which I do not know,) it shows how little real care has been given to the consideration of the principles which lie at the bottom of these things. Yet the same rule which tacitly permits everything that constitutes the essence of professionalism—that is, competing for useful articles that save buying—excludes a set of men who are under no temptation whatever, who could not earn any more money in their employment if they were dishonest, who if they do improper things do so out of their employment and not in it, and are not in the slightest degree influenced or aided in so doing by that employment,—because they receive a salary for teaching others how to manage the bicycle! The inconsistency is nothing less than ghastly, and I am ashamed to illustrate it further.

The above considerations do not by any means exhaust this subject; but as I have already taken up as much space as you can afford me, I will with your per-

mission reserve the remainder of the argument for the next issue. F. M.

Boston, 24 April, 1882.

An Amherst Student's Trip.

THERE are many people who still doubt the practical usefulness of the bicycle. They say, "It is a pleasant plaything, but will not do the work of the four-footed steed." Boston is a poor place for such doubters, but some may be interested in a ride "Pixie" (the name of my silent steed) and I took last June. We have been good friends for a long time, and have had both pleasant and unpleasant experiences together.

Our first day's exploit consisted in knocking down a colored gentleman and upsetting ourselves on Boston Common. Then we, with two other Centaurs, rode from New Haven to Saratoga Springs in the summer of 1879 which we will perhaps tell you about some time. We had on several occasions recorded eighty miles in a day, but had never reached the summit of our aspirations and used three figures for the miles. We were at Amherst College last June, and expected, barring accidents in the shape of impregnable examinations, to graduate in a few weeks; and we determined to try and ride to Boston in one day before bidding good by to the town which had been our home for four very pleasant years. So we woke bright and early the morning of 6 June, and as the clock struck four, rolled down the concrete walk which makes the first mile of the journey very easy. We are both in good condition: "Pixie" well oiled and tightened, and needing no spur; her rider in good muscular training, weighing one hundred and twenty pounds. We know that the hard pull is to be from Amherst to Worcester, over the hills between Belchertown and Ware, and at Spencer and Leicester. We flew swiftly along our lonely way during the strangely silent hour of dawn, and when we first looked the sun in the face it was five o'clock, and we were just leaving Belchertown, with ten miles behind us. The next ten miles were very hard: the road was hilly, stony, and sandy, and I led "Pixie" more than half the way, while both of us waxed impatient (and here let me say that all bicyclists who have walked from Belchertown to Ware will join me in hoping that among the other improvements of the next ten years will be numbered a cinder path over or a tunnel through the hills); but at last we conquered, and at seven o'clock sat down to breakfast in Ware, and did ample justice to a good beefsteak and griddle cakes, with two glasses of milk. Then we inquired as to our road, and answered numerous questions and excited a great deal of incredulity by saying that we might be expected in Ware the next afternoon on our way back from Boston. At eight o'clock we started again and kept steadily on through West Brookfield, Brookfield, East Brookfield, Spencer, Leicester, and Cherry Valley, reaching Worcester at 11.30 A. M., having made several stops for milk, lemonade, and oil. At Worcester

we spent a few moments at the bicycle headquarters, Hill & Tolman's, and consumed a hearty dinner, since we believe in eating and drinking as appetite prompts, when exciting one's self so vigorously and continuously. At half past twelve we again steered seaward, with the hardest work behind us, and the certainty within that we should easily accomplish our task, and perhaps do more. Shrewsbury Hill partially quenched our ardor; but after its summit was reached, "Pixie" asked for no help from her rider, but whirled away over the smooth and hard road swifter and swifter till rider and steed felt emancipated from the laws of gravitation and friction; spirit triumphed and matter was forgotten.

Our way lay through Northboro' and Southboro' to Framingham, where we halted for inquiries and lunch, having the good fortune to there meet a bicyclist who asked us to return and spend the night at Framingham, since our success had made us hope to exceed our hundred miles. Then away over a still smoother and more level road, through the most beautiful suburban villages in America: South Framingham, Natick, Grantville, Wellesley, Newton Lower Falls, Newtonville, West Newton, and Brighton. The spirit is still very willing, but the flesh grows weak, and the muscles begin to ask for more oxygen before Boston is reached. Yet, as we sight the Mill Dam and a young man tries to drive by, "Pixie" is off again, and just wins her race; then turns and we go over Cottage Farm bridge to Cambridgeport, and dismount at a friend's gate at a quarter of six, with one hundred miles behind us, resolved to reach Framingham before night. We have a pleasant half-hour with our friends, who find our appearance hardly prepossessing, and our bicycle suit rather dusty and travel-worn. At half past six we groan and rise, and reluctantly mount for the hardest twenty-three miles of the whole day. Every muscle protests vigorously; for it is true, though it seems strange to the uninitiated, that the muscles of the back and chest and abdomen become lame at least as quickly as those of the limbs. But we know that we are taking one of the longest road rides in the country, and rejoice to sacrifice our muscles for the honor of the Amherst Bicycle Club, which is far ahead of the other colleges in long-distance riding. For twenty-three miles we keep up the fight against nature with but one dismount, and during the last ten miles it seems as if we had outridden and left behind our muscles; for a numbness sets in, and the riding is merely mechanical. This is the fastest riding of the day, and we reach Mr. Wilmot, at Framingham, at half past eight. He rooms in the hotel on the main road, and after ordering supper we limp up stairs and employ alcohol and hand magnetism for an hour; then sup and retire at eleven, only to rise at half past three, and start at four for Amherst. The mount is hard, for the muscles are if possible

stiffer and lamer than the night before; but Mr. Wilmot is cheerful and rides his 54-inch steed alongside our 48-inch as far as Northboro', where he leaves us with good wishes, and we breakfast with renewed good spirits, having begun to limber up. The ride back to Amherst is slow, and rather monotonous; but the lameness passes off and we reach Worcester at half past eight, and Ware at two without mishaps, and view with dread the prospect of twenty miles about equally divided between riding and walking. After climbing to the summit of the ridge between Ware and Belchertown, we begin to be fearless, and do some very reckless down-hill riding, which meets with its due reward, for we take the only "header" of the two days; but arise unhurt, except in our feelings, and plod slowly on to Belchertown, and there find a driving rain, which accompanies us to Amherst, where we arrive at six o'clock, with the lameness all gone, but drenched through and through, and in a humor which is luckily bettered by the hiring of a boy to rub down "Pixie" and the eating of one of Frank Wood's suppers. The next day we experienced no ill effects from our exertion, and were in better trim for a long day's ride than when we started; and this is the wonderful thing about bicycling, that no particular muscles are overtaxed, but the strain is distributed equally, which is not true of any other exercise, not excepting wood sawing, and explains the wonderful six-days' records made in England. The distance ridden the first day was one hundred and twenty-five miles, and the second, eighty miles before six o'clock, making two hundred miles in less than two days over ordinary roads. Can your horses do better?

G. F. F.

Rochester Club Exhibition.

In response to the polite invitation of the Rochester Bicycle Club, the writer was present as delegate from the Canandaigua Bicycle Club, and would report his cup of enjoyment as more than filled. It is of rare occurrence that an audience composed not only of the élite, who have only seen the silent rider gliding along, but of those also who carry the scars of many a hard struggle (as all wheelmen know), are able to witness so pleasing an exhibition as that presented in Rochester on the evening of the 13th of April. Taking it all together, it surpassed the drill and trick riding at the "Boston Meet" of the League held last June, in variety, coupled with grace and ease of execution. The Rochester *Democrat* the next morning says: "The members of the Rochester Bicycle Club may well be proud of their entertainment which they gave in the City Hall last evening. The large audience, which filled every seat, was composed almost wholly of those who move in the first social ranks of the city; and the hearty applause with which the riders were continually encouraged was a complete assurance of the spectators' enjoyment. Excellent music

was furnished by the Fifty-fourth Regiment band during the entire excellent programme, which was carried out in a creditable manner by every performer." The performance of the Punnett brothers in the trick mounting and riding was truly wonderful. One of the brothers rode nearly around the room standing on his head on the saddle; he also vaulted in a 56-inch wheel, while he rides ordinarily a 44-inch. The riding of Messrs. Curtis and Perkins, both together and separate, was very meritorious; both are finely built fellows, about the same size, and each rides a 54-inch wheel. They covered themselves with honors, and elicited rounds of applause. Want of space will only allow me to speak of two of their tricks. Approaching from opposite directions, they came together side by side, crossed hands, each placing one hand on the handle bar of the other's wheel; thus joined, they rode in a circle, one riding backward and the other forward, came to a standstill and reversed, riding in the opposite direction; while riding side by side, they changed bicycles. I might describe many other feats equally graceful and difficult of execution, but I do not wish to deprive them of their novelty and freshness in future exhibitions. I hope they may be persuaded to attend the Chicago Meet, and give there an exhibition of their skill. Mr. W. F. Curtis, the drill master, has, by his ingenuity and perseverance in training his drill corps of twenty members, developed many beautiful figures never before presented. Mr. Will. H. Reid, president of the club, gave also an interesting exhibition, showing how he had mastered his American Star bicycle.

A. G. COLEMAN,
Capt. Canandaigua Bi. Club.

L. O. W.

THE executive committee of the League of Ohio Wheelmen held a meeting in Columbus, Ohio, 15 April; Mr. C. J. Krag was elected corresponding secretary. The committee decided to hold the second annual meet on Monday and Tuesday, 28 and 29 August. The meet will be held at Columbus, Ohio, as was agreed on last year. The programme as arranged will embrace run, lunch, theatre, business meeting, races, club drills, and fancy riding, closing with a banquet. The races will consist of half-mile dash, mile dash, mile race, half-mile trial heats, and final mile heat for championship of Ohio, and a five-mile race. The prizes are valued at about \$500. The track for the races is now under way, and will be completed within about six weeks. It is to be a full half-mile, twenty-five feet wide, and built of cement and sand. It will cost between \$1,200 and \$1,500, and will be the largest and fastest track in the United States that has ever been built for bicycling only. The track will be open at all times (after it is completed) for the use of Ohio wheelmen. The members of the committee report the boom in bicycling is on all over the State. It is estimated that out of four hundred Ohio

wheelmen, at least two hundred of them will attend the meet. All correspondence relating to the meet should be addressed to C. J. Krag, corresponding secretary at Columbus, Ohio. All secretaries of Ohio clubs are requested to send at their earliest convenience the names and addresses of all members of their respective clubs, and also all unattached riders; where no clubs are organized, individual wheelmen are requested to send their addresses.

COLUMBUS, OHIO, 19 April, 1882.

RACES

Coming Events

29 April. Institute Fair building, Boston, J. S. Prince and F. S. Rollinson, ten-mile professional bicycle race for championship and \$200. Also, amateur five-mile straightaway, and one-mile handicap, for League badges.

6 May. Stenton, Pa. Germantown Bicycling Club Race Meeting. F. S. Harris, 718 Arch street, Philadelphia. Fee, fifty cents. Entries close 4 May. Events: One-mile race, trial heats, three riders in each, three fastest winners, and second man in fastest in final heat. Two-mile handicap, 200 yards limit. Five-mile handicap, 300 yards limit. One-mile novice race, open to all who have never before competed. Half-mile junior race, open to all under sixteen years of age.

6 May. Manhattan Athletic grounds. One-mile handicap bicycle race, C. H. Davison, 3 East 72d street, New York.

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 (asphaltum track, four laps to the mile), Saturday, 13 May, at 4.30 P. M. sharp. The programme of races includes the following: 1st, quarter-mile; 2d, half-mile; 3d, one mile; 4th, five miles (for Capital Club members only); 5th, three miles, free for all; 6th, drill by drill squad of Capital Club. All entries close on Wednesday, the 10th, and must be accompanied by an entrance fee of fifty cents. Handsome medals to first and second in each race.

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.

At the games held 15 April, under the auspices of Company H, 22d Regiment, New York, at the Manhattan grounds, a two-mile bicycle handicap race resulted in F. Howard of the Ixion Bicycle Club, at twenty-five yards' start, winning easily in 7m. 27½s. Our correspondent, says that one intending competitor, whose chance of winning was almost certain, was prevented by some party removing and hiding his bicycle.

On 29 May there is to be a somewhat novel race between bicyclers and horses in the Institute Fair building. Chas. F. Leroy of Boston will run ten horses against Messrs. Prince and Rollinson, alternately, on bicycles for six days of ten hours each, for a purse of \$2,000.

DON'T forget the great Prince-Rollinson and exciting amateur events at the Institute Fair building to-morrow (Saturday) evening. See announcement in another column.

Articles of Agreement

Entered into this twenty-first day of April, 1882, between Fred. S. Rollinson, of New York, and John S. Prince, of Boston, Mass.: By which the said Rollinson agrees to ride a ten-mile straightaway bicycle race for \$200 a side and the championship of America, against said Prince; the race to take place in the Exhibition building of the New England M. and M. Institute on the evening of the 29th of April, 1882; the men to ride under the Wolverhampton rules of racing. In the event of a postponement, desirable for any cause, the referee to have full powers; the editor of the BICYCLING WORLD

to be stakeholder, and to appoint a referee and two judges; and in the event of any question arising not provided for in the articles, the referee to have full power to decide; either or any party not complying with the foregoing to forfeit all deposits or other money down. Nothing in the foregoing shall exclude from these competitions any other rider or riders who may, on or before the day preceding the race, deposit the sum of \$200 with the stakeholder, and attach his signature thereto under the foregoing conditions.

(Signed) FRED. S. ROLLINSON,
J. S. PRINCE.
Witnessed by:
T. W. ECK,
ABBOT BASSETT.
BOSTON, MASS., 21 April, 1882.

A Tour through Ireland. IV.

HOW IRISHMEN RIDE. BY ONE OF THEM.

OF course this is out of the question, when you drop among friends in the country, and twelve o'clock will, under such circumstances, be found nearer the mark. For the first time during our trip we retired to rest with gloomy forebodings for the morrow. All the afternoon it had been clouding up from the west, and the rising wind and heavy clouds most surely foretold that the (to us) questionable blessing of rain was at no very remote distance from the vicinity of Tralee. At eleven o'clock I was not surprised to hear the heavy drops come slapping down on the window pane, and seeming to say, "Ha! ha! you fellows in there, do you hear me?" I immediately poked Jerry up, that he might listen with his own very ears to the comforting sounds; and I will say this much for him, that he did not swear. I verily believe that besides the rain, nothing short of a cannon shot would have awakened either of us. In such cases bicyclists, when asleep, have no ears for anything save the signs of the weather. The rain ceased by half past seven the next morning, and by eight o'clock we were doing our best to encase ourselves in a thick coat of liquid mud on the Tarbert road. To add to our chagrin, when we wound out from the last of the hills beyond Tralee, we entered on a most dismal expanse of bog land which extended for fully twelve miles; and as the road, like all bog roads, generally stretched straight ahead, with nothing to relieve its dreary monotony, the state of our feelings when we got to Tarbert can be better imagined than described. The condition of the machines and our outward appearance I can give you some faint idea of, when I tell you that we presented somewhat the appearance of two city scavengers on a dirty day, and the bicycles were as bedaubed and draggled as if Noah's sons had endeavored to pedal them through the sedimental refuse of the Deluge. Twelve o'clock saw us in Tarbert, after our thirty-mile ride, and here we heard a piece of news which pleased us mightily and went a good way to console us for our past discomfort. The boat which leaves Tarbert daily at eleven o'clock (we got in at twelve) would not leave that day, Tuesday, until three, so we had good reason to believe ourselves in luck. Our first duty was to clean up, next to have lunch, then to despatch letters home; and three o'clock saw us aboard, and in half an hour we were

enjoying a delightful sail across the broad bosom of the Shannon. It is a diagonal course of about five miles across, and as we had a beautiful blue sky overhead, dotted with white fleecy clouds, and a fine atmosphere all round, we enjoyed the sail immensely. Round-famous old Scatterry Island, renowned in the saintly lore of Ireland, we ran into Kilrush, got the machines ashore, mounted, and at half past six were in the pretty little watering place of Kilkee, with the broad Atlantic before us, and the "Green Isle" at our back. The next morning we were up early, and indulged in a refresher in the cool waters of the Atlantic, which wash up over the long belt of rocks that guard the beautiful beach of Kilkee. After our swim we enjoyed breakfast, and during the meal noted that more than half the visitors at the hotel appeared to be priests of the Roman Catholic church, enjoying, perhaps, their vacation by the wild cliffs of Clare, which sight of this part of the Irish coast we unfortunately had not time to visit. The hotel people seemed to make a good deal of all their visitors, but devoted the best of their attentions to the comforts of the reverend fathers. We left Kilkee at nine o'clock, and had a fine ride to Meltnow Malby. Here a rest and lunch invigorated us, and we went on to Lisdoonvarna, intending to get the boat at Ballyvaughan and cross Galway Bay to the town of Galway. But on our arrival at Lisdoonvarna, we found that no boat would leave until the next day, Thursday, at half past four. What was to be done? We could not afford to wait until then. We must needs hold a council of war. This roadside convention consisted of three members of the constabulary,—the country police of Ireland,—a publican, an old driver, weak on the pins owing to his having hobnobbed with the aforesaid publican, and ourselves the interested parties. Having expressed a desire to be in Gort that evening and in Ballinasloe the next, the road was mapped out for us. And here we were outgeneralled in the matter of geography for the first time on the trip. Ill luck had her way for once, and we had to return the way we had come for nearly six miles to Kilfenora, and from thence take the road to Gort *via* Corofin. Here was a nice day's trip of between fifty and sixty miles, and only half of it completed. However, we made up our minds to do it, and started with stout hearts; but I question much if we could have accomplished the distance before night, had it not been for a substantial supper at Corofin and a really good and very pretty road, all ups and downs, from thence to Gort. But before bedtime the ugly black clouds came up once more from the west, and the rain came down in torrents. I do believe that it poured rain the whole of that night, for next morning the roads were one mass of mud and water. Our next stopping place was to be Ballinasloe, thirty miles further on. I can only describe

this portion of the ride by saying that we made our way through one immense shower bath for over twenty miles, the rain not ceasing until about five miles outside Ballinasloe. We walked those five miles into the town in abject misery,—as far as bodily matters were concerned,—for the express purpose of drying our clothes otherwise we would have been obliged to retire to bed immediately on our arrival, in order to have them dried for us. However, we managed to air ourselves pretty well before arriving at the hotel, and then finished the operation before a good fire, in front of which we turned round and round like a couple of big turkeys. And now we were at the last of our stopping places before getting among friends. If we could ride fifty miles the next day, the story of the welcome we would meet with from anxious and sorrowing friends would throw far into the shade the celebrated narrative of the return of Ulysses, or the touching story of the Prodigal Son's reception. Leaving Ballinasloe, noted for its great fair, eight o'clock next morning found us on the road to Roscommon, and noon saw us in that town. We had not time to notice much, indeed there was not anything particular to be seen; so we pounded up round the north of Lough Ree, crossed the Shannon and on into Lanesboro', and turning to the left towards Longford, got in there at five o'clock, and at seven had stowed away a good supper, and were hard at work among a party of fifteen, deep in the prosecution of a game involving considerable bodily labor, and astonishing all by our agility after the long day's ride.

BETTER ROADS AHEAD FOR PENNSYLVANIA BICYCLISTS.—The *German-town Telegraph* says: "For many years we have been discussing the expediency of introducing hard roads, free for all, throughout the State, to be in the hands of a separate State department, which should be presided over by a general superintendent of highways, under whom should be deputy superintendents in each county, who in turn would have the immediate control of the township supervisors. It is now proposed that the State should appropriate a certain sum annually to be divided *pro rata* among the townships, and an equal sum should be added by the separate townships themselves; the whole to be sufficient, in the course of a few years, to 'turnpike,' to a certain extent, the entire roads of the Commonwealth. The cost would be a little high for the first few years; but when the roads had once passed through the improving process of the new system the expense would be no greater than now, and the result would be hailed with rejoicing by every owner of a horse or wagon, and especially by farmers, who use the roads more than any other class of people, to whom the improved roads would prove invaluable, and the cost, whatever it might be, would be the most economically and profitably spent money that ever left the purse of the tax-payer."

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 HANDBOOK" 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.

BOSTON BI. CLUB.—Additional: W. L. Alden, 239 Congress street; C. Barrows, P. O. Box 2,597; W. H. Edmonds, 416 Washington street; Nathan H. Glover, Milton, Mass.; J. Q. Hatch, Northboro', Mass.; Ed. W. Hodgkins, 18 School street; Ben. L. Knapp, 167 Tremont street; Elliot C. Lee, 44 State street; T. O. Loveland, Hotel Bristol; Albert P. Thayer, 28 State street.

UNATTACHED.—Albert K. Childs, 24 Queen Victoria street, London, E. C., England; S. B. Wright, Des Moines, Iowa; Henry T. Petters, 247 S. Desplaines street, Chicago, Ill.; C. B. Shrom, Greenville, Mercer Co., Pa.

CORRECTIONS.—In WORLD of 14 April, Keokuk Bicycle Club: W. M. Sawyer, omitted; Edward Burgman should be Edward Brugman; Lennie Matlers should be Lennie Matless. In the WORLD of 21 April, Centaur Bicycle Club: For A. L. and J. de F. Danielsson, 66 Angell street, read A. L. and J. de F. Danielson, 64 Angell street.

MARLBHEAD BI. CLUB.—William A. Lindsey, care Chas. D. Wheeler, should be William A. Lindsey and Chas. D. Wheeler.

CORRENTE CALAMO

A BICYCLE club has just been formed in East Rochester, N. H., with fifteen members.

THE San Francisco Bicycle Club is receiving numerous accessions to its membership.

UNDERWOOD, CLAFLIN, DEAN, MOTT, BENT, and COREY are entered in both the amateur events to-morrow evening.

A CIRCUS POSTER announces a bicycle rider among the attractions of the show as an athlete who "performs miraculous bipedaliferous gymnastic feats."

SALEM bicyclists having asked permission to use their machines on the Common walks on Saturdays, the committee on public property has decided to

allow this privilege, restricting the riding to paths just inside the Common.

THE Harvard Bicycle Club have adopted a new riding hat, made of dark-blue serge, lined with soft leather, and bearing on its front the letter H in crimson.

CHIEF Commissioner of highways, William Baldwin, Philadelphia, was thrown from his carriage and severely injured in Fairmount Park, the 18th inst., through his horse taking fright at a bicycle.

WE would suggest that those members of the League unattached to clubs can procure the regulation League uniform at Oak Hall, Boston, at a reasonable price, as that house makes a specialty of it.

THE run of the Massachusetts Club to Lexington last Saturday was participated in by fifteen men, and was thoroughly enjoyed, despite the high wind. The run and return covered about forty miles.

HALF a dozen men of the Boston Club made the Saturday run to Watertown, Saturday, covering about fifteen miles, and on the following day ten of the club made a twenty-mile run in the southern suburbs.

If that Somerville murderer had been a bicyclist, his mother-in-law could never have worried him into insanity. If one must have a mother-in-law, let him get a bicycle also, for a wife is not always sufficient compensation for the infliction.

"BILLY BERNHARDT" has been studying theology, and triumphantly announces that 'under the rules' no Massachusetts club man can ever wheel on the golden macadam of the New Jerusalem. But is Billy right?

WE have received from Mlle. Louise Armaindo, the champion bicyclienne of America, a handsome photograph, printed on silk, representing the fair rider herself, mounted on the wheel on which she has won so many triumphs.

A PRIVATE letter received by Mr. Henry W. Williams reports Capt. C. P. Shillaber in fast returning health at Newbern, N. C. While the Massachusetts Bicycle Club was enjoying its Lexington run, he was engaged in the excitement of a deer hunt. It may be some weeks before he returns.

A CORRESPONDENT in Fostoria, Ohio, under date of 9th inst., says that considerable interest is manifested there in bicycling; although at present they possess but two wheels, four more are ordered, and it is the intention of the riders to form a club and join the League in a body. They propose, also, to be represented at Chicago.

WE have had a large demand for the "Wheelman's Year Book" and the "Tricyclists' Vade Mecum," and our stock of both books in paper covers is exhausted. We expect a new supply in a few days. We have a few Year Books in cloth which we sell for seventy-

five cents. The "Cyclist and Wheel World Annual" is not yet received, but we hope to have them soon.

OUR "Record Book" aims to keep the statistics of our racing men, and contains the "best times" of those who have been most prominent on the race tracks. As we desire to possess the most complete information in this respect, we would like all who have engaged in races within the past three years to send us authentic records of their performances, with dates and places of the events, handicaps, etc. We have room also for notable events, long runs, etc.

THE Baltimore park commissioners have consented to a trial of bicycling in Druid Hill Park, under certain restrictions; and L. A. W. Directors White and Trego of Maryland have issued a circular announcing the fact, and enjoining wheelmen to observe the customary rules of courtesy and the laws regulating the use of vehicles on the public highways, reminding them at the same time that the action of the commissioners is only a concession, and is not a recognition of rights.

THE Chicago wheelmen have secured accommodations for the storage of bicycles during the League Meet, and have chosen the Grand Pacific Hotel for headquarters during the gathering. The park commissioners have granted the use of the boulevards and parkways for the parade. Returns elicited already from the committee's circulars sent out indicate that not less than eight hundred wheelmen will assemble in line, which is about the number actually parading at the Boston Meet.

BECAUSE two gentlemen driving in the environs of Baltimore were recently thrown from a buggy by their horse taking fright at some bicycles, some foolish person in that city appeals to the Baltimore *American* to use its influence to repress or restrict the use of the bicycle on the public highways. We thought that horse *vs.* bicycle question was argued out and settled long ago, and that men, horses, and asses had all concluded to accept the situation; but it seems that the latter are braying still.

THE Massachusetts Bicycle Club held its monthly all-day excursion on Saturday, 22 April, under command of Lieut. Henry W. Williams. Starting at 8.30, it rode in form, *via* Columbus avenue, Tremont, Cabot, Roxbury, and Cliff streets, and Walnut avenue, to Forest Hill; thence *via* South street to West Roxbury village; thence *via* La Grange and Hammond streets to Newtonville, and through Waltham to Lexington, 26½ miles. Dinner was served at the Massachusetts House. The ride to Lexington was a very hard one, it being against a cold, stiff wind. The ride home was a flier before the wind, the route being through Belmont, Watertown, Newton, and Brighton, 13½ miles. Total distance, 40 miles.

ST. LOUIS NOTES.—Russell Young and Prof. Stone of Washington University were elected members of the Missouri Bicycle Club, at its annual meeting the 4th inst. The professor rides a 52-inch ball-bearing Columbia. His eldest son, the captain of the club, tops a 58-inch wheel, and he has two younger sons who at present are mounted on a 48 and 46 inch, respectively.... Twenty new bicycles are ordered for the local club, one being a 58-inch for Capt. Stone, and another a 56-inch for George Francis.... St. Louis is to have a marine bicycle very soon, and President Garvey will exhibit its qualities at Crèvecoeur Lake regatta.... Garvey proposes to give an exhibition ride on the Royal Salvo trike on the occasion of the Missouri Gymnasium performance in aid of the Memorial Home.... Capt. Stone and Arthur Young will complete in the twenty-mile race in the Louisville events of the 22d inst.... Several interesting bicycle contests will be features of the Odd Fellows' anniversary celebration on the 26th inst.

BOOKS AND PAGES

BICYCLE TOUR IN ENGLAND AND WALES. By A. D. Chandler. — Our older subscribers will remember the interesting series of papers under the above heading published in the *BICYCLING WORLD* during the winter of 1881. These have been arranged by the author and published in book form by A. Williams & Co., 283 Washington street, Boston, together with valuable additions, comprising practical bicycling advice and hints on touring, tables of fastest English amateur and professional times, and long-distance road riding, the increase and extent of bicycle riding in England and America, an excellent and well-considered essay on the healthfulness of bicycling, etc.; and it is embellished with seventeen handsome albertype reproductions of photographs and engravings, representing noted scenes and places in England, an outline map of the route, two complete road maps of Southern England, and one of Eastern Massachusetts. The book is neatly bound in cloth, compact, and is printed in large, clear type, and is altogether a most entertaining and valuable book for either the library or a vacation companion. Aside from the information contained in his narrative, the chief charm of the work is the clear, concise, and withal comprehensive style of Mr. Chandler's composition, which never wearies, but at the end leaves one wishing there was more of it.

THE CENTURY for May is a rich number, in both text and illustrations. The most noticeable of the illustrated papers are: Henry Eckford's sketch of George Inness, illustrated by the artist after some of his own well-known paintings; a continuation of Grant White's "Opera in New York"; "The Hellenic Age of Sculpture," by Mrs. Mitchell; and "The Canadian Mecca," by W. Geo. Beers. Archibald Forbes gives an account of "Lecturing in Both Hemispheres," E. C. Stedman continues his studies of poets in a sketch of Lowell, Emma Lazarus replies to the Russian view of the Jewish question which appeared in the April number, the instalments of Mrs. Burnett's and Mr. Howells's serials are especially interesting, and Constance Fenimore Woolson contributes the first part of a charming story of Americans in Rome. "Reminiscences of my Irish Journey," from hitherto unpublished manuscripts of

Thomas Carlyle, are also begun in this number, and there are poems by Lowell, Saxe, E. E. Hale and others, and the editorial departments, "Topics of the Time," the "World's Work," "Home and Society," etc., etc., are full as usual of good things.

A CANADIAN court has recently decided that bicycles have equal rights with any other vehicle in the public highway, and that in the event of a horse shying at a bicycle and damaging either the vehicle or its occupants, the aggrieved party must, in order to obtain damages, show a wilful negligence or want of proper precaution on the part of the bicyclist, just as in the case of an ordinary vehicle.

FOR SALE OR EXCHANGE

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

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