

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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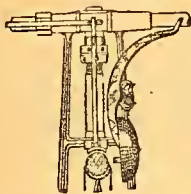
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Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

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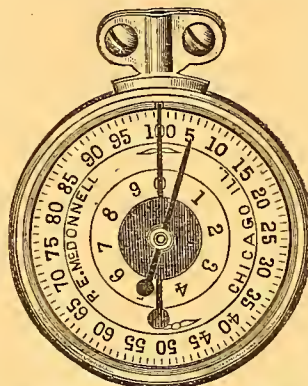
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It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

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outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2 1/2 oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

FOR SALE OR EXCHANGE

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

FOR SALE.—A 52-inch Standard, new this season, in first-class condition; Rubber Handles and Automatic Alarm Bell, Lock and Chain. Will sell for \$75 cash. Address Lock Box 315, Plainville, Conn.

FOR SALE.—A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price \$120; transportation free. Address F. C. BINSELL, Neenah, Wis.

FOR SALE.—A 52-inch Expert; brand new in July; full-nickelled; complete outfit; it cost \$160; will sell for \$130 cash; rare chance. 1326 Columbia avenue, Philadelphia, Pa.

FOR SALE.—A full-nickelled 50-inch Harvard Roadster, first-class condition, Ritchie cyclometer, head lamp, rubber handles, automatic alarm bell, lock and chain, luggage carrier, etc.; cost new, two months ago, \$165.50; will sell for \$125 cash. Address GEO. F. YORK, 36 Canal street, Cleveland, O.

FOR SALE.—A 50-inch half-bright Special Columbia Bicycle; in good condition; hub lamp and Hill & Tolman bell attached; will sell for \$75. Reason for sale, too small for owner. Address LOCK-BOX, 807, Decatur, Ia.

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RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address AUGUST RINTELMAN, Milwaukee, Wis.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

Second Annual Parade and Race Meeting OF THE MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen.)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (50c) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, Hon. Sec.

A Farewell Breakfast.

At the last regular meeting of the Massachusetts Bicycle Club it was voted to tender Mr. H. E. Parkhurst (who sails this month for Germany, expecting to remain some two years) a complimentary breakfast. Mr. Parkhurst is one of the founders of the club, and has distinguished himself both in touring and on the racing path; and his personal popularity among members of the club is unbounded. Accordingly, on the morning of 9 August, a goodly number of the club crossed their wheels and escorted their guest to the "Woodlawn," Auburndale, a very popular hotel with Massachusetts men, where a breakfast was served in the usual excellent style of this house. After breakfast a little time was pleasantly spent in the parlors, when the club mounted and rode back to the city, reaching there about eleven o'clock. A laughable incident at the expense of one of the solid men of the club occurred on the ride out, when a frightened pedestrian, in endeavoring to avoid a second rider, nervously grasped the handle bar of the machine ridden by the "heavy man," the result being an involuntary somersault over the head of the astonished pedestrian.

The following quotation, from a letter sent by a member of the club unable to be present, well voices the sentiment of the club toward Mr. Parkhurst: "It may be doubted if any member deserves so much of the gratitude of the club as he. His moral influence has been always for the best. His unflinching good spirits have added largely to the enjoyment of every meet and meeting at which he has been present. His qualities as a road rider have caused the whole club to take a greater interest in touring than would have been felt but for him; and it is, I think, largely due to his example that the Massachusetts Club have so proud a record in this direction. His always successful efforts to keep to the front the Massachusetts colors on the racing path, often at short notice, and at personal sacrifice, will never be forgotten by the club; and at meetings, on runs, and in races, he will be sadly missed by us all."

THE Cunningham Company have just shipped to Elsa Von Blumen, the bicycienne, a Yale light roadster.



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

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

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

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Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

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, 18 AUGUST, 1882.

LIGHT v. HEAVY.

ONE of the principal defects of the old velocipede of 1869-70 was its weight; and it would seem to any one who will take the trouble to observe and compare the experiences of old riders that the minimum of weight consistent with strength and rigidity has not yet been reached, unless it be in some special racing machines. It has been argued that, for ordinary road riding, a 50 inch machine weighing from forty-five to forty-eight pounds is about right; and most of our wheels in this country, both imported and home made, have been hitherto purchased on this idea. An American manufacturer's circular says: —

"Weight, within certain limits, say between forty and fifty pounds, is not of so much importance as stanchness and

durability.... For road use a medium-weight bicycle is more scientific.... than the lighter weights of thirty five to forty pounds; the heavier one being not only stronger, but less susceptible to jars and obstructions, and its greater momentum making it easier to propel on an average run or excursion."

In accordance with this view, the maker puts his roadsters on the market weighted nearer the maximum than the minimum figure, and this after presumably close study of English manufactures and tendencies for four or five years. We, also, once believed in this extreme solidity theory, but experience and observation has convinced us that lightness is of much more importance than many suppose. The Invincible, imported by the Cunningham Company, was, we believe, the first really light road machine put to practical use here; but reports from all who have used them concur in proving them to be not only stiff and rigid as any heavy machine but more so than the majority, while they have invariably stood the test of long and rough road riders as well, without injury; besides being easier to handle when stabling and requiring less work to push where walking is necessary. All Cortis's wonderful races have been won on Invincibles; and extremely light as these racers are made, it speaks well for their strength as well as rigidity that, with the tremendous strain he must have put upon it in his recent ride of twenty miles and two hundred and ninety-seven yards within the hour, irrespective of good track conditions, it met with no mishap. Another light machine which is just coming into favor is the Sanspareil, for which S. T. Clark & Co. of Baltimore are the American agents. Palmer, one of England's best racing men, set out on a twenty-four-pound machine of this make to participate in the races at Leamington; but, imprudently wearing a long coat, the skirts caught in the wheel, and he and the machine rolled over and over, and although he sprained his arm badly, the machine was only the worse for a bent handle bar. As a rule, the ordinary heavy roadster will suffer as much from a dead fall over when unriden, just because of its weight. We have ridden more or less this season in company with those who rode machines of light construction, and have observed, and it has been generally admitted, that the light-mounted men ascended inclines more readily and with less consequent

exhaustion than the heavier, and that, the build of the men considered, they stood the long rides best. On level roads or coasting it seemed to make no material difference; but as the highway generally has as much hill as level on a ten-mile run, and a pull up even a short incline is hardly compensated for by a long descent on the other side, we believe that the English tendency toward light and stiff machines is best for even our much-decried American roads. The bugbear of "jar," alleged to be more perceptible in light than heavy machines (which we doubt) can be taken up some other way than by clogging the rider with additional stock. The average road machines used in England by experienced riders weigh about thirty pounds, and they have to stand as much strain as bicycles on our roads in this vicinity.

WE respectfully request our correspondents to refrain from using the word "knee-pants," to express "small clothes" or "breeches." The word "pants" for pantaloons is a vulgarism, like "gent" for gentleman. The dictionaries contain neither abbreviation. The word "breeches" gives the whole story of a bicyclist's nether garment, unless he wears "knickerbockers," which differ in that they fit loosely at the knee, like pantaloons cut off, instead of being buttoned or clasped. As we do not wish to have the terms "gent" and "pants" occur in our columns, we again request our correspondents to omit them from their manuscripts, and so save us the task of correcting.

WE last Monday, mailed to secretaries, so far as we know them, of all the bicycle clubs in the country, petition heads for signatures to a petition to present to the tariff commission for a reduction on the tariff on imported bicycles. Secretaries and others into whose hands they may come will aid the cause of bicycling by securing signatures of wheelmen and those interested, and returning them to us as soon as possible. If any clubs fail to get a copy of the petition we will forward them on application. All wheelmen and those interested are requested to sign.

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.]

CHELSEA BI. CLUB — Regular monthly meeting this (Friday) evening, at 8 o'clock.

RAMBLERS BI. CLUB. — 20 August, meet at 3 P. M., corner Westland avenue and Chester park to run to Dedham, via West Roxbury, and return.

OTTAWA BI. CLUB. — The wheelmen of Ottawa, Ont., have formed themselves

into a club, with the following organization: President, Mr. Mothersill; captain, Mr. Bayley; lieutenants, Messrs. Seybold and Harrison; secretary and treasurer, J. M. Jenkins.

CHAMPION CITY BI. CLUB.—The Springfield (Ohio) wheelmen have selected the following to represent their club in the prize drill contest at the League of Ohio Wheelmen meet: Messrs. Bookwalter, Crothers, Warder, Barnett, Worthington, Cook, McGrew, and Reed.

BELLEVILLE BI. CLUB.—On the evening of 1 August, the bicycle Club of Belleville, Ill., reorganized and elected the following officers: President, A. W. Stewart; captain, John Egerton; secretary and treasurer, John O. Thomas. The club has thirteen members. At the last sitting of the city council a committee was appointed to consider and report on the expediency of excluding bicycling from the two principal streets of the city. [Any rule or ordinance excluding bicyclers from the public highway cannot be sustained at common law; therefore, if the authorities take such action, it should be unheeded. — EDITOR.]

JOHN O. THOMAS, Sec.

WOONSOCKET BI. CLUB.—The Woonsocket Bicycle Club enjoyed their first annual club dinner, 1 August, at Hotel Wilson, Uxbridge, Mass. There are fifteen active members, and thirteen of them attended. The only incident of the ride was the prize of a tin medal for the man who took the first header, there being about two miles good riding out of the eight. On account of the drought we have had here, roads were more sandy than usual. The winner of the prize was our captain, Fred. B. Burt. The weather was too warm for fancy riding or races, of which a few were planned by the committee of arrangements. This club had three members when first started, 1 May, 1881; and 1 May, 1882, it had seventeen members, two honorary.

ARTHUR S. PEASE, Sec.

WOONSOCKET, R. I., 12 August, 1882.

MONTREAL BI. CLUB.—*Editor Bicycling World:*—I beg to hand my report of our last month's proceedings: Mileage for July, 136½ miles; for season, 402; number of rides in July, 15; for season, 42; attendance for July, 95; for season, 412; largest muster for July, 18; smallest muster for July, 1; longest ride for July, 26; shortest ride for July, 2. The five highest individual mileages for the season are: H. S. Tibbs, 240½ miles; H. Joyce, 225½ miles; J. Trotter, 210½ miles; J. Muirhead, 207 miles; H. MacCulloch, 183½ miles.

There were two well-contested races in July, the first a three-mile handicap, given by the Ionic Lodge of Freemasons, at their games on the Montreal Lacrosse Grounds, Saturday, 15 July. Seven riders competed, and came in in the following order: 1st, W. G. Ross, 1¼ min.

handicap, time, 12 15; 2d, Jno. Low, 1¼ min. handicap, time, 12.45; 3d, F. C. Holden, scratch, time, 13.00; 4th, C. A. Merrill, 1¼ min. handicap; 5th, J. A. Muirhead, 1 min. handicap; the other two, Delmage and Robertson, did not cover the whole distance.

The second event was our club road race to Lachine, *via* Cote St. Antoine, ten-miles handicap, which was held on Saturday, 22 July. Seven started and came in as follows: 1st, G. M. Smith, scratch, time, 52 min.; 2d, Jno. Low, 1¼ min. handicap, time, 53¾ min.; 3d, W. G. Ross, ½ min. handicap, time, 56¼ min.; 4th, H. MacCulloch, ¾ min. handicap, time, 58¼ min.; 5th, J. A. Muirhead, 2 min. handicap, time, 59¾ min.; 6th, Alan Arthur, 1½ min. handicap, time 62½ min.; 7th, D. W. Allan, 2 min. handicap, time, 69¾ min. H. S. Tibbs acted as starter, and J. D. Miller as judge at finish. Some ten men rode out about thirty minutes before the racers, and received them with open arms. There was an exceedingly strong head wind blowing all the afternoon, but for which, no doubt, better time would have been made. There are two pretty stiff hills to climb, and two to ride down, on this road, one of the down grades (Mackay) being a nasty, long, rough hill, that requires considerable skilful riding. While at dinner at Hanna's, a slight rain came along and laid the dust, and made the roads, coming home, just "scrum." A wild cow, chained at the top of Mackay Hill, made ferocious though, happily, futile attempts to charge into the different riders as they passed by.

I trust your wheelmen are revolving in their minds the desirability of putting in an appearance at our annual races, 2 September, either as competitors or spectators. I promise them lots of fun in either capacity. **THE CLUB DAWG.**

MONTREAL, 12 August, 1882.

THE visiting bicyclers at Cottage City have formed a bicycle club, the officers being as follows: President, Frank E. Draper of North Attleboro'; vice-president, E. M. Gilman of Nashua; captain, W. H. Ames of North Easton; secretary and treasurer, A. E. Flint of Providence. Friday evening, last week, Harry W. Tufts of North Attleboro', gave one of his wonderful exhibitions of fancy riding at the rink, in the presence of a large attendance.

A CLUB has been formed in West Philadelphia under the name of the Pennsylvania Bicycle Club. It has about a dozen members to start with. West Philadelphia is a good field for a club, and most of the members reside near Fairmount park and the Lancaster pike, and in a district distinct from those of the Philadelphia and Germantown clubs. We shall publish particulars as soon as the organization is perfected.

The Crescent Bicycle Club of Boston and the Providence Bicycle Club of Providence do not renew their membership to the League this year.

RACES

Coming Events.

16 August. Rochester, N. Y. Third annual race meeting of the Rochester Bicycle Club at the Driving Park.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OVID, 11 AUGUST.—The bicycle races were held 11th inst., under the auspices of the Ovid (Mich.) Bicycle Club. The weather was fine, and there was a large attendance. Five-mile race (prize, a \$50 gold watch) was won by Frank Marshall of Ovid; time, 22m. 38½s. One-mile race, best two in three (first prize, a silver water set), was won by William Marvin of Ovid; second prize (a silver card receiver) was won by Charles Kudner of Detroit; third prize (a silver vase) was won by R. R. Lansing of Detroit. In the one-half-mile dash, prizes (League badges, valued at \$15, \$10 and \$5) were won respectively by E. Woodcock of Albion, H. N. Keys and C. S. Reeves of Ovid. The slow race (prize, a card receiver) was won by Frank Marshall of Ovid. In the quarter-mile one-leg race, Frank Marshall of Ovid was first, Mr. Escott of Grand Rapids second.

MR. H. L. CORTIS vs. TIME.—**TWENTY MILES IN THE HOUR.**—On Thursday evening, 27 July, Mr. H. L. Cortis, the ex-amateur champion, rode a twenty-miles race against time, on the Crystal Palace track, and accomplished the distance inside the hour, thus beating all previous records. In a former attempt he covered the distance in 1h. 38½s. at Surbiton, in September, 1880. He started with the riders in the final heat of the three-mile invitation race of the Crichton Bicycle Club, and kept them close company, so that he was taken along at a rare pace to begin with, as the winner broke another record by completing the distance (three miles) in 8m. 41½s. When that race was over, Hunter, Tacagni, Vesey, Thorn, Woolnough, and Leith, took it in turn to act as pace-makers, and well they filled their mission. When the start took place the surround-

ing circumstances were in every way favorable for a good performance, the evening being cool, but with a trifling breeze, of not sufficient strength to in any way impede the rider's progress. The track is three laps and a half to the mile, and consequently only the two miles time were taken, and these are subjoined:—

Two miles, 5m. 53s.; four miles, 11m. 50s.; six miles, 17m. 53s.; eight miles, 24m. 1s.; ten miles, 30m. 2s.; twelve miles, 35m. 51s.; fourteen miles, 41m. 56s.; sixteen miles, 47m. 44s.; eighteen miles, 53m. 35s.; TWENTY MILES, 59m. 31½s. — *London Sportsman*.

THE five-mile Bicycle Union championship was run on the Crystal Palace track, Sydenham, on 22 July, there being a fair attendance of spectators. There were twenty-three entries and fourteen starters; and four preliminary heats were won respectively, by M. H. Jephson, Oxford University, in 15m. 31½s.; C. Crute, Sutton, in 15m. 50s.; J. S. Whatton, Cambridge University, in 15m. 10½s., and Ion Keith-Falconer, Cambridge University, in 15m. 12½s. Final heat: Whatton (1); Keith-Falconer (2); Crute (3); Jephson (4); time, 15m. 12½s.

THE FIFTY-MILE CHAMPIONSHIP. — (*The Cyclist's Report*.) This event came off last Saturday, the 20th July, at the Crystal Palace, on what was practically almost the first day of summer in London. A warm, but fresh air, and an almost total absence of wind, gave every natural chance for fast time; and this was certainly accomplished, as Hillier's record of 2h. 50m. 50½s. was upset by the Hon. Ion Keith-Falconer, now the long-distance amateur champion for 1882, by no less than 6m. 55½s. Indeed, so favorable, apparently, was the day that six of the other men also beat record for fifty miles. Amateur and professional times were also beaten, from twenty-five miles upward. The tedious performance of a fifty-mile race was in some degree lessened when it became known amongst the men that record was being beaten, as some game spurring resulted amongst those who desired to hold for another year the "record" at various distances. The most noteworthy events of the day, apart from Keith-Falconer's riding, were the exceptional good form in which Vesey appeared to be, and the lapping of such a wiry front-rank man as Crute. Keith-Falconer did not leave his effort till the last lap, but a mile from home commenced "piling it on," and rapidly leaving his *confrères*, was actually fifty yards ahead at "bell ringing." In vain Vesey, followed by W. K. Adam, tried to catch him, he maintained his lead to the finish, and won easily in 2h. 43m. 55½s. The positions of the men were as follows: Keith-Falconer, Cambridge University (1); C. D. Vesey, Surrey, 2h. 44m. 20½s. (2); W. K. Adam, Oxford University, 2h. 44m. 21s. (3); M. H. Jephson, Oxford University, 2h. 44m. 21s. (4); G. D. Day, Cambridge University, 2h. 44m. 21½s. (5);

H. R. Reynolds, Oxford University, 2h. 47m. 52½s. (6); C. Crute, Sutton, 2h. 50m. 37s. (7). Allport, M'Kinlay, Fry (Bristol), W. W. Scott, Thompson (Sutton), Oliver Thorn, and Turnbull (Criterion) all stopped *en route* at various distances, and F. Moore, Hunter, Heasman, and F. L. Adam did not start. All the seven placed men get time medals, the qualification being to beat 2h. 53m. The following is a tabular statement of the times:—

	hr.	min.	sec.	RIDER.
20 miles in	....1	3	43	— Fry.
25 "	....1	20	5½	— Vesey.
30 "	....1	36	21	— Falconer.
35 "	....1	53	31	— Falconer.
40 "	....2	10	5½	— Jephson.
45 "	....2	27	5½	— Jephson.
50 "	....2	43	55½	— Falconer.

A SERIES of interesting professional races were held at Toulouse, France, 14 July, the principal participants being De Civry of Paris, the French champion, Esperon of Bordeaux, Berthoin of Grenoble, and H. O. Duncan of England. Fair but not remarkable time was made. At a social meeting in the evening, the question of amateur racing was discussed; and the general sentiment seemed to be against it, as not worth the expense, and the opinion is expressed that there will be few amateur races held in France.

THE English amateur championships for this year have now all been run, and the winners are: One mile, F. Moore of Warstone, in 2m. 47½s.; five miles, J. S. Whatton of Cambridge University, in 15m. 12½s.; twenty-five miles, F. Moore of Warstone, in 1h. 25m. 8½s.; fifty miles, Hon. Ion Keith-Falconer of Cambridge University, in 2h. 43m. 55½s.

AT an early day (probably next week Saturday), J. S. Prince will race Mlle. Louise Armaindo twenty-five miles, he to allow her three miles start, on the track of the Manhattan Polo Grounds, New York, for a purse of \$500. The event is under the management of Mr. Mutrie, proprietor of the track, who is taking a great interest in the race, and promises the most complete arrangements as regards track, judges, timers, etc., to enable the contestants to make records. There will also be a ten-mile open amateur handicap, for a valuable medal.

ALBERT PIERCE, the colored bicyclist, who participated in the professional race on Boston Common, 4 July last year, is actively competing in English events this season. His was one of a hundred entries for the professional mile handicap, to take place at Wolverhampton the 7th inst., being allowed 180 yards.

OUR old friend, C. D. Vesey of the Surry Bicycle Club, made a splendid showing in the fifty-mile amateur championship race, 29 July. He broke a spoke in the forty-second mile, and, although without dismounting, lost some ground in having it removed, but bravely spurring, regained his position, and at the end won second place in 2h. 44m. 20½s.

THE papers mention a road race in Canada, from Napanee to Kingston, twenty-five miles, between William Smith on a bicycle and a trotting horse driven by Fred. Smith and William D. Madden. The horse beat by five minutes, the time being two hours and a quarter. The bicyclist was impeded by frightened horses and many hills difficult of ascent and dangerous to descend rapidly.

Mlle. ARMAINDO wants to race Prince fifty miles, but wants five and a half miles allowance; and Prince has the matter under consideration.

LAST Saturday evening about thirty-two of the Washington wheelmen made a run to the National Fair Grounds, parading several of the principal streets on the way. Arriving they filed on to the track and passed in review before a large number of visitors, after which two impromptu half-mile races were indulged in, Mr. Seward Beall winning the first event in 1m. 45½s., and A. F. Dunnington taking first honors in the second, in 1m. 45½s. The affair ended by Mr. W. C. Scribner inviting the riders to a nice lunch at the club house.

FRANK MOORE, of Birmingham, Eng., who has just won the one mile and twenty-five miles Bicycle Union championships, is now in this country, the guest of J. S. Prince. Mr. Moore is a young man, scarcely twenty, and has already made himself a racing reputation. Prince trained him for his first race at Birmingham, when he was seventeen years old, and made his mile in 3m. His mile championship was won 8 July last on the same course, in 2m. 47½s., having won the second heat in 2m. 45s. On the same day he won the championship for twenty-five miles in 1h. 25m. 8½s. He weighs 145 pounds, and rides a 26-pound Royal Mail racer. Mr. Moore has sent in his application to membership of the L. A. W., and will probably participate in many of the amateur events this season, which will, of course, greatly add to their interest, but we fear that our own men will want liberal handicaps.

THE race meeting announcement of the Montreal Bicycle Club will be found in our advertising columns. Although several other interesting events are fixed about the same time, we earnestly ask our fast men to consider well the expediency of visiting this wide-awake club of wide-awake wheelmen. A good time, if no honor, is assured.

THE SPRINGFIELD RACES. — The lively and wide-awake Springfield Bicycle Club is all astir with the arrangements for a grand bicycle tournament to be held in this city 20 September. The club has a very large membership at present, which is being steadily increased, and since its organization a little over a year ago, has given a good account of itself at the Grand Army field day last fall, and more recently at the rink in a remarkably good exhibition, and later, on

the park, 4 July, where it appeared as a prominent factor in the general celebration. The programme for the coming tournament, though not fully made up, promises to be a superior one. Amateur races will be given, similar to those which occurred on the Fourth, for purses amounting to \$700. J. S. Prince, the champion bicycle rider of the United States, will appear in a race, in which he will ride twenty straight miles against T. Harrison and Mellen for a purse of \$500, the last two named riders to be allowed to ride five miles each alternately. There is also a probability of a match between Elsa Von Blumer and Louise Armaindo in a five-mile race for \$200. Among the novelties to be presented, prizes will be offered for a half-mile race for boys under fifteen years of age, and a mile race, in which riders will be required to fold their arms. Music will be furnished by one of the local bands. In the evening there will be an exhibition of fancy riding at the Bridge street skating rink, for prizes amounting to \$250. Fifteen members of the club have pledged \$1,200 to insure the successful carrying out of the plans for the affair, which certainly promises to be the finest bicycle tournament that has been given in New England this season.

PRINCE is in almost daily practice at the Brookline reservoir.

CORRESPONDENCE

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

What the American Public can Swallow.

AN article with the above heading was recently published in the *Cyclist*. It consisted of a letter from Albin the circus bicyclist, and comments by the *Cyclist* editor. As a work of the imagination, the letter is inimitable; but the serious credulity of the editor is sublime. As I was one of the forty-five (!) riders referred to in that precious letter, I desire to ventilate publicly some of its statements.

To begin. M. Albin of the *Cyclist*, Monsieur Albin of the circus bills, is to all appearance an Englishman, of rather a marked type. His statements as to his success in Philadelphia are beyond the writer's verification; but when he says that in Washington he made a great success, there should be a little more light thrown upon the subject. He did succeed in amusing the riders of that city in many ways, and he succeeded in greatly disappointing them, but nothing more. He may be a good trick and road rider, but nothing done by him at Washington would lead one to think so. He says that "The proprietor put me down about three miles from Washington with the large bicycle, and told me to ride through the city, which I did at a pretty good rate." The large bicycle referred to, in

fact came into the heart of the city in a crate on a railroad car, and the circus itself was established on a lot within the city limits. Any one who saw his performance, knows that he could not ride three miles, or one even, outside of Washington on that machine. The monster, in a few words, was a dead failure. It had neither grace, nor capacity for anything but the most limited range of performance. In the streets, it was ridden slowly over the smooth and level asphalt, and on the slight grade of Fifteenth street by the Treasury, to the amusement of little boys even, a man went behind and pushed.

The performance on this machine in the circus was on a board platform, and was slow, exceedingly awkward, and uninteresting. It can be classed among such entertainments as walking on stilts six feet high. The procession of the circus passed in front of one newspaper office, not before all of them as this remarkable letter states; and in consequence, the sensation claimed must have been produced by some other means than Mr. Albin's riding.

The article in the *Post* of Washington, which the *Cyclist* very properly styles "wonderful statements," I have inquired about, and find that it was among the local items. My informant says that it "was paid for by giving the press all the tickets required." That "an English newspaper proprietor would get six months for telling such a yarn" is delightful reading, but our faith in humanity in this benighted country will not permit us to believe it fully.

"The Capital Bicycle Club invited me to go for a run with them" says, Albin. This would mislead the average reader decidedly. Mr. Scribner, the riding-school proprietor, came with Albin to the club headquarters just as we were starting out for a practice run, and naturally the captain asked them to accompany us. "There were about forty-five of us," says the veracious writer; but the carefully kept club records show that, including the strangers, there were just fourteen riders. The "forty-five" are again referred to in the letter, so that these are evidently Albin's figures and not the printer's. This is veracity! The little place which "only seven of us got down" was a slope of five feet vertical height, and at an angle of over thirty degrees; and every rider, with one exception, rode it safely. The next place where "not one of us got over" was a steep-sided ditch. One 'Xtra and one Ordinary bicycle crossed on the first trial, and I think some others did so subsequently. Another 'Xtra crossed safely on the third trial, I am certain. Those who fell were prepared for it, and went over without injury to themselves or their machines. Albin alone was an exception to this statement. He did not get across, but had a rather ugly tumble, and either bent the handle bar or broke the handle of his bicycle. He thereupon left the party before the ride was half over and went

away grumbling, and we heard of him still at it when he arrived at Baltimore.

His style of riding was grotesque in its awkwardness, with arms akimbo and shoulders bent over. His riding "hands off" around a board platform was well done, and was the only thing which merited any commendation. His *grand act* seemed to be mounting by the right pedal, which he did in a wild, scrambling way, that excited more fear for his safety than admiration. From all we saw of his riding in the named city, it is safe to say that many riders there could give him many points and beat him at anything, except writing yarns for English consumption.

Another point I wish to touch upon very briefly. All true Americans feel bitterly the ghastly farce of Guiteau's trial, but it is not true that self-respecting American ladies or gentlemen shook hands with the assassin; and American ladies certainly did not send him flowers, despite Albin's reckless assertion that "a great number brought him flowers daily."

The great tent that seats 20,000 people, which the English public are informed about in this same letter, would probably seat one half the number; and Albin must certainly know that his statement is many thousands beyond the truth.

We have been entertained and instructed by the riding of a number of English trick riders, but they were of a different order from Albin. The Stirk Company gave us beautiful feats and graceful ones; and others have done so as well, whose names I do not this moment recall. We are quite certain that Albin is not by any means a representative Englishman, or English bicyclist, or English letter writer, but is one to be forgotten as quickly as possible, as well by our brothers of the wheel across the water as by ourselves. We on this side can survive the publication of such a letter, because its extravagance refutes itself; but the part over which we do linger most is the heading, and it seems to us its proper reading should be, not as it was printed, but rather "What the *Cyclist* editor can swallow."

CAPITAL P.

Port Jervis to Delaware Water Gap.

Editor Bicycling World:—The experience of most of our club members on wheeling matters, since I last wrote you, has been such as to still further increase our interest in bicycling. Our president, Mr. Sturges, and captain, Mr. Sanderson, having contemplated a trip along the Delaware for some time past, carried their plans into effect two weeks since, and they reported such a pleasant run that other members of the club took the same trip last week, an account of which I will endeavor to give at this time. Leaving Scranton the morning of the 12th, via the Delaware and Hudson Railroad, our party comprised Messrs. Kolp, Rockwell, Pen-tecost, and your correspondent. Arriv-

ing at Honesdale at 9.30, we were met by members of the club there, and passed the time most pleasantly until 11.40, when we took the Erie train for Port Jervis; which point we reached at 5.30 P. M. After a tedious trip on the way train, we were glad indeed to reach the Port; and finding the roads fine, we took a spin around town, visiting the cemetery and other points of interest. Arriving at the Delaware House, we found excellent quarters, and were so well looked after that we desire in this connection to recommend this house to all bicyclers who may visit here, as one where they will receive the best of attention. At this point our trip by wheel commenced, with the Delaware Water Gap as our terminus,—a distance of forty-four miles; and the roads being in the best condition, we made the start with the prospect of a fine run, and were not disappointed. Milford, eight miles, was reached in thirty-eight minutes, without a dismount, and the ride thus far was the most pleasant we had ever experienced. Stopping at the Sawkill House, we were again fortunate in finding excellent accommodations. Milford is a delightful place, and is a popular resort, all the hotels being well filled with summer boarders. On future trips we shall arrange to remain longer and have an opportunity to visit the many points of interest in this vicinity. Our next stop was at Briscoe's, where we spent an hour so pleasantly that it will be a difficult matter to convince any of our party that this is not one of the most delightful stopping-places we have yet found, and the L. A. W. sign can well be hung out at this place. Bushkill (thirty miles) was reached for dinner, and like all points along the Delaware Valley, it is a pleasant resort. Instead of going on to the Water Gap, this should be the terminus, as the beautiful roads end here, and beyond they are sandy and rough. The run from Port Jervis to Bushkill and return is, I am certain, one of the finest in the country, the hard shell-rock making it easily rideable the whole distance. When this fact becomes generally known among bicyclers it will become a favorite run, as everything, including roads (smooth and shady), scenery, hotels, and no more hospitable people to be found anywhere, cannot but make it a paradise for wheelmen. As our plans were made to visit the Water Gap, we pushed ahead over the sandy roads, our pace and pleasure also being greatly reduced. The Kittatinny House, at the Gap, was reached at 6 P. M., and our run was ended. After a pleasant evening spent at the Kittatinny House, we took the night line for Scranton, arriving at 12.30, all delighted with the trip. F. C. H.

SCRANTON, PA., 20 July, 1882.

Sub-Leagues.

Editor Bicycling World:—I do not pretend to have had much experience in legislative matters, nor do I profess to know how the L. A. W. should be gov-

erned; but I have a little idea of my own which I would like to express in your columns, with your kind permission, for the purpose of obtaining the views of other wheelmen on the subject. The League, as it now exists, covers such a vast area of territory, that to the single wheelman it seems like a vague "something" far away, from which he expects to derive little benefit, and joins simply because "the other fellows do, you know"; and thus it has been going on from the organization of the League. My plan is this: to have the great territory of the United States cut up into districts or sections, each with its individual league. Or perhaps it would be better to form a league in each State, as the officers of each sub-league would then know their direct line of action and course of duty in obtaining reduced rates, information about roads, etc. Each league to have a chief consul, or "chief mogul," who would act as representative to the grand league, or the League of American Wheelmen, at its meetings. This plan, although I have not gone into detail, is, I think, sufficiently plain to explain itself; and I would like to hear the views of some other wheelmen on the subject. County leagues are too small; but State leagues, I think, ought to fill the bill, and provide the means for obtaining the object sought, for in the L. A. W. Will "London W." please give us his opinion with reference to this? METEOR.

BOSTON, 26 July, 1882.

["Meteor's" suggestion is a good one, but not a new one. The WORLD has often urged similar projects; and we think the new order of things in the League will fill the requirements of State leagues. —EDITOR.]

Rutland.

Editor Bicycling World:—Seeing no communications from this section, I thought I would let you know that we are still alive. Our club is in a flourishing condition, and bicycling generally is constantly on the increase. At present we have ten members in the Rutland Bicycle Club, and we are pretty well mounted, the sizes of the machines being two 48-inch, two 50-inch, two 52-inch, three 54-inch, and one 56-inch, and most of them full-nickelled. The roads west of here are very good, but north and east they are quite hilly and sandy; but in spite of this some of our riders put in two hundred and fifty miles last month. The longest run in one day was fifty-three and a half miles; these figures would have been much larger if the weather had not been so dry, the roads being quite dusty in consequence. Last Saturday we started out for a run to Lake Bomoseen, distant sixteen miles; the roads were fine, it having rained the day before, and the roads had dried just enough so that it was neither dusty nor muddy. We were accompanied as far as Castleton by a member of the Boston Bicycle Club, who had ridden from Low-

ell, Mass., to Rutland on his machine. Reaching the lake after dinner, we started for Fair Haven. The roads were very level, but rather dusty, although not enough so to make it pull hard. We had one fine coast of nearly one half a mile; we entered the village by a sharp rise, then over a long, level stretch. After running around the village we turned towards the lake again, which reaching, our cyclometers showed thirty miles for the day. The next day, Sunday, we started to return, about 5.30 P. M., and arrived safely. It was the most enjoyable run we have had, and if any of our wheeling brethren should happen up this way we will show them over the same road; or if they are without their machines we should be glad to see them at our rooms corner of Grove and West streets.

CLUB DOCTOR.

RUTLAND, 3 August, 1882.

Two Points.

Editor Bicycling World:—I wish you would let it be known through your paper, for the benefit of bicycle riders, that the Lamson badge [design (?) —EDITOR] is not the League badge, but that any rider not a member of the League can with propriety wear one. One other point that I regret is the change in the League membership rules as to the manner that clubs must join, as a club, viz., the entire club being required to join, and to continue as such. There are many members in most clubs whose circumstances would not permit them to join the League. Such being the case, all clubs having even one such member could not join. I am personally acquainted with many very fine riders, and such as would be a great acquisition to the League, who would be members but for the above reason. I think the cord is drawn a little too tightly. A. G. C.

CANANDAIGUA, N. Y., 9 August, 1882.

An Arlingtonian's Ride

Editor Bicycling World:—I send you a memorandum of the roads from Arlington to Frankestown, N. H., and Frankestown to Manchester, N. H.

Arlington to Mystic street, Winchester, one mile hard gravel: one mile loose gravel and stones. Took direct road to Burlington, passing south of Winchester and Woburn centres. Winchester to Burlington, five miles: sandy; a few low hills; foot-path most of the way; almost all rideable; some very good; after a rain, would be very fair riding. Burlington to Billerica, five miles: deep sand in places; some low hills; foot-path part of the way; much unrideable. Billerica to Lowell, two miles: fine level gravel and clay; the rest sandy; narrow foot-path; numerous low hills; a considerable part unrideable. Lowell to North Chelmsford, five and a half miles: very sandy; narrow footpath; parts unrideable. North Chelmsford to Tyngsboro' six miles: and one half very sandy; part of it unrideable (in the words of a native: "disgraceful"). Tyngs-

boro' to Nashua: good clay road; some foot-path; good riding. Nashua to South Merrimac, five miles: level; rather sandy, but generally not deep sand; road bed of loam and sand; after a rain, would be good; a part unridable. South Merrimac to Milford, six miles: level; loam and sand; *wide hard ruts*; good foot-path; some deep sand; some turf riding; near Milford good gravel road. Milford to Mount Vernon, four miles: sandy; a little good riding; some foot-path; a long, sandy hill, quite steep (perhaps two miles long) up to Mount Vernon village. Mount Vernon to Francestown, nine miles: generally level; some loam; generally sandy; generally firm road-bed; a few sandy hills; after rain, would be fair riding. Francestown to Antrim, seven miles: sandy; generally descending; some fair riding; one bad hill, down. Francestown to New Boston, seven miles: clay and loam; a few low hills; a good road; after a rain, would be excellent; one long down grade into New Boston. New Boston to Goffstown (West Village), seven miles: level; after rain, would be good riding, generally; somewhat sandy. Goffstown (West Village) to Manchester, eight miles: quite level; gravel and sand; fair riding generally; unridable in places.

The roads were at their worst when the trip was made, there having been no rain for three weeks. I made the trip with a companion, and for the purpose of visiting friends; under other circumstances, I think it could hardly be a *pleasure trip*. The average time to Francestown was about four miles an hour, including all stops. Returning, the time was considerably better. We went to Portsmouth by rail, and rode directly home. These notes were taken on the road and are correct. W. E. PARMENTER, JR.

ARLINGTON, MASS., 10 August, 1882.

Rejected Votes and the L. A. W.

"Hear ye not the hum
Of mighty workings?" — Keats.

Editor Bicycling World: — That neat little game of the committee on rights and privileges "worked"; but had the votes of the Marblehead Club been allowed to count, our former chief consul would have been re-elected. The Marblehead Club supported Mr. Hodges; but as ten of our members, to save unnecessary writing, affixed their signatures to one ballot, the intelligently discriminating body who conducted the balloting threw out their votes. I should like, Mr. Editor, to rise and explain their reason for so doing. I can find nothing in the by-laws to justify their course. Within the past six months our club has paid two years' dues into the League's treasury, and what privileges have the members enjoyed therefrom? Even the right of suffrage has been denied them, through a nonsensical bit of red tape. What practical difference could it make whether ten separate ballots were prepared, or only one signed by the ten members voting?

If those august personages who control the L. A. W. would only do something besides resting on the glory of their positions, the association would, perhaps, be of some benefit to the wheelmen of the country. If things are to continue running in the same lethargic manner, the members will ere long tire of paying in their dollars every year and getting no return. Why don't the officers wake up and try to get the tariff on bicycles reduced, put up highway guide-boards, or get out a road book, giving the routes and distances to different places, the best roads, list of hotels, consuls, etc., or do *something*? There is work enough to be done. I have heretofore endeavored to convince every dissatisfied L. A. W. man I have met that the great organization was something more than a mere name, and have always defended the League on every occasion; but unless it soon arouses from its stupor, I shall conclude that I have been laboring in a worthless cause. Now we have got a new set of officers, let us hope *something* will be done. GEESEE.

MARBLEHEAD, MASS., 12 August, 1882.

Notes from Haverhill.

Editor Bicycling World: — The long spell of weather has given us roads that are perfectly horrible, — sandy, and many treacherous holes for your wheels to stop in, while you go ahead and explore. "Scribe" of Manchester did strike a poor place if he went to the Brunswick at Lawrence. We went there *once*, and now go the St. James, which is the best place in the city for a good meal. The new hotel, which is about to be opened there is to be first-class — so they claim. I recommend the St. James to any touring wheelman. The Brunswick did not follow their style of 30 May; for there was a *good* bill of fare, and plenty of it; and the treatment we received from the proprietors that day was, like everything the Lawrence Bicycle Club had a hand in, *first class*. ... A few days ago, I found, at a hotel in this city, a member of the Star Bicycle Club of Lynn, who was disgusted with our roads (which are poor) and public houses. I gave him advice as to both; and, as it is what any wheelman coming to this city should know, here it is: For good fare, clean beds, etc., go to the Eagle House on Main Street, which sets as good a table as the Essex of Salem, and, I believe, at the same prices. Wheelmen coming from the south of the county to Haverhill, *via* Georgetown, should come through Groveland, over the bridge at that point, and then on, and *not* come *via* South Groveland and Bradford, unless they wish for sand in bulk. ... The League Essex County Wheelmen have given up going to Ipswich as a body, and rendezvous at Salem the 24th inst. for a run to Nahant, and dinner at the Relay House. ... Ipswich bicyclers are chuckling over what a Massachusetts bicycle man, who resides not a hundred miles from Ando-

ver, did n't do. He, with 'cyclers of the town, were standing at the foot of Town Hill, and discussing their ability to climb it *via* wheel. Massachusetts bicycle man says, "Well, it may be difficult for you green hands, but old riders like myself don't mind it," and starts forward, valiantly tackling the steepest side. Half way up our "old rider" crossed over to the easier side, and then — got off and walked up the rest of the way, and forgot to come back to be congratulated. We "smole a smile" at Col. Pope's modest request of tariff commission, and are anxiously awaiting one of those petitions you speak of sending out. Judging by the vigorous way in which M. D. Currier of Lawrence tackles the business of the Essex County League, the L. A. W. will have a most efficient representative from this section "Good luck go wid him!". ... L. A. W. consul here wants to know whether the appointment of '81 still holds good, or did it expire with his last year's ticket [Holds until another appointment is made. — EDITOR]. ... We've made a trial trip on the tricycle, a Royal Salvo, owned by an M. D. in this vicinity, and while agreeably surprised at the ease of propulsion, think that this part of the country, with its sand and hills, will prevent a rapid increase of riders. The "bi." has the best of it here, and that's not saying a great deal. 869.

HAVERHILL, MASS., 12 August, 1882.

New York Items.

THE veteran wheelman, Will R. Pitman of the Ixion Club, accompanied by Bugler Oliver, made a night run 1 August, from New York to Riverdale, twelve miles, and next day at noon was joined at that place by Messrs. Sanford, Fontaine, and Egan; and all hands spent the afternoon wheeling about that vicinity. The Saturday previous Mr. Pitman rode to Pleasantville, forty miles, over an excellent road, returning next day — Sunday. He says the roads as far as Tarrytown afford an elegant three hours' ride, the whole route being like riding through the Newtons of this State; but, from Tarrytown to Pleasantville, it is dusty and sandy and almost wholly unridable. The Ixion Bicycle Club has just taken new rooms at Wright's place on 59th street, same building with the Citizens Club. Bicycling is booming in New York. Hardly a night passes that riders are not out in numbers on the boulevards from 59th street to 155th. Atlanta Casino and Lion Park are the great attractions; at the former a regular dinner being given to *all bicyclers* at seventy-five cents rates. The Lion Park management charges bicyclers no admission fee. Many invitations to picnics and dances are extended to wheelmen. Mr. McEwen, who has assumed charge of the athletic department of the *Sunday Courier*, is official handicapper for the N. A. A. A., and is a right good fellow.

L. A. W.

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

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

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

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

APPLICATIONS.

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

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

COLUMBIA BI. CLUB.—Additional: Charles Carpenter, Attleboro' Falls, Mass.; W. E. Lull, North Attleboro', Mass.

FREMONT BI. CLUB.—Additional: Wilbur C. Koons, Fremont, O.

CLEVELAND BI. CLUB.—Additional: W. O. Beckwith, 974 Euclid avenue, Cleveland, O.; Andrew Jaynes, 1590, Euclid avenue, Cleveland, O.

MASSACHUSETTS BI. CLUB.—Additional: Charles W. Reed, 28 School street; Arthur G. Waterman, care of Carter, Harris & Hawley; Charles M. Cox, 2 India street; Fred. H. Ruggles, 186 State street; S. K. Flint care of Russ, Cobb & Co.,—all of Boston, Mass.

BRANTFORD BI. CLUB.—Additional: Fred. Westbrook, Brantford, Ontario, Can.

UNATTACHED.—H. Taylor Rogers, 1015 Vine street, Philadelphia, Pa.

CORRECTIONS.—S. W. Rose, Danville, Ill., should have been published 4 August.

GEO. E. TUTTLE of Rutland, was elected a representative for Vermont, but by oversight we failed to so mark his name in our list last week.

'Cycling Mems.

TRICYCLES of the regular Bath chair pattern—that is, with the steering wheel in front—are becoming more popular daily, and seems to be the best form of three-wheeler. The argument in favor of a rear steerer is, that in case of necessity the rider can jump clear of his machine, and thus save what might be an ugly fall.

I REMEMBER, on my first tricycle ride, the machine being a Harvard, my erratic course course brought me, with some violence, against a bank at the roadside, causing a hasty jump to clear the machine, which was rendered possible by the openness in front.

To catch the legs or clothing among the gearing, frame, or steering apparatus

of a front guider, when going at a good pace, would cause one to feel uncomfortable, to say the least.

THE length of backbone in the rear-steering class of machine allows of the carrying of considerable luggage, which overcomes, in a measure, the tendency of the rear wheel to "lift" when going at a good speed, up or down hill, or on a rough road.

But then one does not always want to carry luggage, and no one would think of carrying ballast on either bike or trike, except, possibly, that youth "Juvenis."

By the way, where is "Juvenis" lately? We have not seen or heard from him for a long time, although we believe he devotes considerable time to "saline dipping."

I WOULD like very much to see the young gentleman on a good trike of light make. Would'n't he make things fly?

A "TIP" for both bicyclers and tricyclers is: When you get a saddle which "fits," don't part with it, even if selling the machine. For four years, and on five machines, I have used one saddle; and each year's use adds to its value to me.

BE sure and have your seat at the right elevation, if you would obtain the best results, and enjoy your runs on the trike.

WHEN we say seat we really mean saddle, as they are the only proper thing for both sexes, as all experienced riders will tell you.

But be sure and have it fit you whether riding the double or single track machine, as pleasure may be turned to pain by an ill-fitting saddle.

IF your saddle hurts you or appears hard, try Hillier's recommendation, which is, to "wash the saddle thoroughly over with soft soap and warm water, rubbing the soap into a good lather; then rapidly sponge off all the soap, and rub the saddle as dry as possible; then with an old garment on get in the saddle, seat yourself carefully in your usual position, and ride quietly up and down the road for twenty minutes or so; then put the tricycle away and let the saddle dry thoroughly."

WE recommended this to "Penny" Knapp of the Bostons; but what was the result of the experiment, we cannot say.

Do not wear garments that wrinkle when riding, as this is a frightful source of discomfort to riders.

HAVE your bicycle or tricycle coated with Harrington's enamel instead of paint. The inventor is superintending its preparation for the Overman Wheel Company.

WITH a few more writers like "Steno," the bicycling public would demand the best makes of machines.

FROM forty to fifty pounds of material, if judiciously used and made by experts, will make a bicycle strong enough for any one.

I FIND a 38-pound machine to answer all my requirements, although it is a little lighter than I would recommend for a man of Capt. Hodges's weight.

DON'T aim at too large driving wheels, as they will place you at a disadvantage; especially is this advice good for American trikers, where the roads are not so conducive to easy running as in "Canary England."

HARRY VENABLES, in the "Cyclist Annual," recommends a driving wheel of not over 50 or 52 inches and for hilly country to have it geared down to 46 or 48 inches.

DON'T neglect to look well after the brake; have it strong, powerful, and easy of application.

THE Devon is highly recommended for this country, and I understand that Mr. Clark of the Boston Bicycle Club and Alpha Tricycle Club has ordered one.

IT is a double driver, front steerer, and has a swing frame, so that the rider is kept well over his work in ascending hills. LONDON W.

WE expect our second invoice of Sturme's Indispensable Handbook for 1882 this week (having information that it has been shipped), when orders already received by us will be immediately filled.

CORRENTE CALAMO

OVER a hundred bicycles were sold in New York last month.

H. L. CORTIS was married 3 August, and sails for Australia the 21st.

JOHN HARRINGTON of cradle-spring and enamel fame has returned to England.

EX-COMMANDER L. A. W. MUNROE has been to Lake George, attending the canoe regatta.

"DOT," the *Tricyclist* correspondent, and her sister, one day recently made a seventy-mile run on a Sociable tricycle.

SECRETARY WENDELL P. YERRINGTON of the Chelsea Bicycle Club is summing among the White Mountains, at Jackson, N. H.

"JARGE," Lacy Hillier, gives "Father" Weston a very neat notice in the *Tricyclist*, apropos of his visit to England and the Harrogate meet.

VICE-PRESIDENT PARSONS is summing at Menauhant, East Falmouth, Mass.,

and claims to have caught the biggest bluefish of the season.

"SAMMY SMUG," the "dog slayer," is rusticated at Wolfboro', N. H., and absorbing countless gallons of "Simms's best,"—says "Bunny."

CORTIS has done it! Twenty miles in 59m. 31 $\frac{1}{2}$ s! Also, three miles in 8m. 41 $\frac{1}{2}$ s! What will time amount to if this record-breaking keeps going on?

WE have received a photographic representation of Camp Kirk, the very successful bicycle camp recently inaugurated by the Champion City Bicycle Club.

"STENO" is projecting visits to Louisville, St. Louis, and Kansas, taking his wheel along to "blend" with the riders in those localities whenever occasion offers.

THE Kings County Wheelmen's active membership now numbers forty; and the club is in a flourishing condition, except that riding is somewhat in abeyance during the hot days.

NEARLY all the local and suburban bicycle clubs were represented at the various beaches and seaside resorts yesterday, and the unattached and ununiformed were to be met with everywhere.

STODDARD & LOVERING are doing a good business with the British Challenge this season. That handsome and substantial roadster has risen rapidly in favor of the old riders in the vicinity of Boston.

MR. W. R. MITCHELL of Provincetown, Mass., was in our office this week to get information about the roads between Boston and Portsmouth, he intending soon to journey to the latter place on the wheel.

CAPT. C. P. SHILLABER, of the Massachusetts Bicycle Club, while imprudently footing it about the rocks at Nantasket, slipped and sprained his ankle, and is consequently incapacitated from riding for several weeks.

MR. F. A. MILLER, the handsome president of the Susquehanna Bicycle Club, has sent us a handsome photograph of himself, mounted on his handsome D H F. Premier, which handsome and thoughtful conduct on his part we duly appreciate.

THE thirty days' limitation of the use of bicycles in Lincoln Park having expired, the commissioners are so well satisfied with the result that they have decided to extend the privilege indefinitely—a fitting recognition of the utility, as well as rights, of the wheel.

THE B T. C. Hand-book for the quarter commencing with July is received, and, besides correcting many errors in the April edition, contains much additional matter of interest and value to wheelmen, including a full list of the English chief consuls and their districts.

CAPT. E. C. HODGES of the Boston Bicycle Club has resigned his position as a member of the L. A. W. racing

board, the requirements of business not permitting him to give that personal attention to racing interests and correspondence which the office demands.

THE editor of the *Cyclist* says: "We fancy that the reason a tricycle goes up hill better than a bicycle is the result of no loss of power being occasioned by the necessity for keeping the machine on end by continually see-sawing, however slightly, the driving-wheel."

STALL has left the sea-shore and has been slashing about the Connecticut Valley in the vicinity of St. Johnsbury, Vt., during the past week. He reports a mixture of good and bad bicycling roads in that region, but he speaks enthusiastically of the grandeur and beauty of the scenery.

MR. ALFRED MUDGE, one of the oldest and most successful printers in Boston, and founder and head of the firm which prints this paper, died, after several years of ill health, last Monday, at Hull, where he resided with his family. He was a man highly esteemed in both business and social relations.

HOOD & Co., the famous "sarsaparilla" men, have sent us a set (four) of their beautiful card-board plaques to decorate our office. We never tried any of their alleged medicines; but the plaques have made us feel better since they were hung on our walls, as the sight of beauty in any form always does.

Now are the days when the wily and seductive agricultural fairs and the insinuating summer resorts send out their invitations to wheelmen to race for medals and the delectation of their patrons without obtaining the blessing of the L. A. W. on their proceedings. Beware of them, ye amateurs who wish to stay am.

THE invitations to the second annual tournament of the Buffalo Bicycle Club to be held 6 September are out and are very neatly gotten up. We have received one, but regret our inability to attend, having booked ourself for Worcester on the 5th; and it will be impossible to attend another race meeting so distant the same week.

FIFTEEN wheels were in line at the regular afternoon run of the Chicago Bicycle Club, 5 August, and but for rainy indications it would have been much larger. They covered about fifteen miles, supping at the South Park "Retreat," and heard the "Bells of Corneville" at Baum's Pavilion in the evening, Mr. Baum admitting the club at reduced rates.

A NOTE from F. W. Weston, dated on board the "Samaria," 31 July, says: "Shall be at Queenstown in a few hours. Liverpool on Wednesday. Splendid passage. Smooth sea all the way. No ice nor fog off the banks, and very little fog elsewhere. Party in the cabin only twenty-three, and as pleasant as I ever sailed with. All in best of health and spirits. We-I-I-I-I."

THE Ramblers Bicycle Club took a short run out through Dorchester and Mattapan, Sunday afternoon, starting about four o'clock, appearing for the first time in their new uniform of dark green serge, which looked very neat. During the hot weather months, runs of the club will not be called until late in the afternoons and the distances will not be more than from twenty to twenty-five miles.

ONE evening last week while Sec-Forbush of the Ramblers Bicycle Club was out riding, a twelve-year-old gamin attempted to insert a stick in his wheel; but Mr. Forbush lifted the youth under the chin with his foot, and the boy immediately did n't do it any more at that time; and that is a good way to serve such boys, many of whom ought to die young—but not on account of their goodness.

DR. A. G. COLEMAN of Canandaigua, N. Y., was invited by the president of the Kansas State Fair Association to take a party of five bicyclers to Topeka, Kan., to assist in the attractions of the State fair, about 12 September, the association to pay the entire expenses of the party. Dr. Coleman accepted, and has selected the following Rochester wheelmen to comprise the excursionists: W. J. Curtis, W. R. Barnum, R. A. Punnett, C. A. Smith, and F. B. Graves.

A PROMINENT wheelmen ordered a bicycle of one of our importing dealers last March, and recently received a notification from the dealer that it had arrived and asking how it should be finished. The gentleman responded that he would decide in a few days, but in a *very* "few days" received the information, apologetically tendered, that, having a chance to sell the machine to another party, the dealer had let it go; and naturally, the first customer feels indignant at that method of doing business (?).

OUR Gloucester correspondent wishes to inform "M. D. C." of Lawrence, that the regularly appointed L. A. W. hotel in that town is the "Gloucester Hotel" (formerly the "Atlantic House"), corner Washington and Main streets, now under a new proprietor, and where all wheelmen may be assured of cordial welcome and good treatment. When wheelmen visiting Gloucester want information about hotels, roads, etc., there, they should call on Consul J. T. Webber at the Cape Ann Savings Bank.

J. S. EMONS and F. J. Swartz of Poughkeepsie, N. Y., were in our office last week, they having left P. on Thursday, 3 August, to wheel to Boston, and arrived here Wednesday, 9th. They report the roads of New York and Western Massachusetts rideable but pretty hilly. The riding between Pittsfield and Springfield was tolerable, but from the latter place to Worcester execrable, the long drouth having broken up the road-beds to deep sand and dust, necessitating a great deal of walking. This side of Worcester, however, everything was lovely.

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WHEEL LITERATURE.

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

LE SPORT VELOPEDIQUE.— 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.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturme, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

TRICYCLIST & WHEEL WORLD ANNUAL.— Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Cliffe & 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" BICYCLISTS' 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, club choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.— Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.— A complete résumé of the most approved method of Athletic Training, 25 cents.

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

CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

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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.

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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.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

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.

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THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

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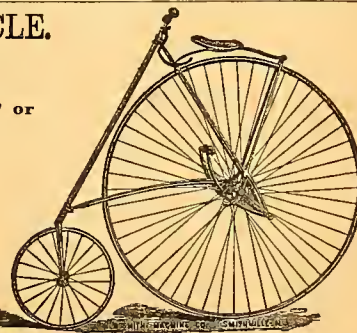
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Patent File and Binder for World.....	2 00
American Bicycling Journal, bound in cloth.....	1 00
L. A. W. Hand-Book, 1881.....	4 00
Sturmer's Indispensable, 1880.....	15
1881.....	30
American Bicyclist, by Charles E. Pratt.....	50
Velocipede, History of.....	60
Lyra Bicyclica; Poems by J. G. Dalton.....	30
	60

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Cycling Sketches, cloth.....	\$1 00
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Photographs of Wheelmen at Newport.....	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly).....	2 00
Le Sport Velocipedique, Paris (weekly).....	1 75
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Bicycling Times, London, England (weekly).....	3 50
Tricycling Journal, London, England (weekly).....	2 00

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This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

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

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