

# Bicycling World

The Official Organ of the League of American Wheelmen.

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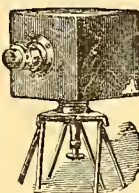
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**Early Awheel.**

ONE morning early, in the twilight gray,  
When all the city slumbered, save a few,  
Into the country I had wheeled my way  
Amid bright scenes of beauty, ever new.

The shaded road, down through a valley fair,  
Followed the windings of a sinuous stream;  
Whose liquid music sweetly filled the air,  
And soothed the soul with quiet, as a dream.

Sleek-looking cows in verdant pastures stood,  
Eating the dew-bathed grass with solemn mien;  
While in the trees that edged the neighboring wood  
The chattering squirrel through the leaves was seen.

From out some farm-house chimney-top the smoke  
Curled upward, kissing the fresh air of morn;  
And from the yard near by, the fowls loud woke  
The echoes with their welcome to the dawn.

The leaves, soft rustling in the gentle breeze,  
The fields, rich laden with the new-mown hay,  
And birds, sweet singing in the swaying trees,  
Gave grateful tribute to a new-born day.

How sweet the fancies of these waking dreams!  
The calm contentment of such peaceful hours,  
When nature wears her brightest robes, and seems  
To strew our pathway with her fairest flowers!  
WORCESTER, MASS. F. W. B.

**OUR PORTRAIT GALLERY.**

THIS is C. A. T. Telzah, who under the assumed name of C. A. Hazlett is propelling himself about the Portsmouth Ocean on a catamarine bicycle. He sent his own account of his life and works; but as we were afraid the *Spirit of the Times* would n't swallow all his statements, we have taken the liberty to rewrite it. He began life as a crier, and when he was a little fellow he wore a cotton tire, had a spoon brake, with clutch handle to everything he could reach. He never wore knee-breeches, but often came home with breaches in his trousers, — as many an unattached wheelman has done since. Although a brilliant talker, and an advocate for many spokes, he is still unmarried, having "never spoke to her of love." He is yet a handsome man, and is always ready to do the handsome thing. He is too modest to say this for

himself, so we say it for him. His genius is eminently versatile, — that is, his genius for being everything at once; being an L. A. W. director, a B. T. C., No. 5,263, champion roller skater, bank teller, story teller (an awful one), a tachygrapher, a botanist, a pioneer bicyclist, an insurance agent, etc., etc., etc., etc., and lastly a catamarine. And what's more, he neglects none of them. He also claims priority in the use of bawl bearings and cradle springs, in recognition of which the Pope pays him a royalty of a quart of peanuts for every one applied to a bicycle. He also invented Georgie Girard, the infant bicycling phenomenon, and conquered the American Star; thereby imitating the Dutch, who took Holland. He also claims the rousing road-riding record of 7,000 miles, which we privately believe, but decline to publicly indorse until we hear what the New York papers say about it. Since he invented the catamarine bicycle by purchase, he has become an explorer and purposes to traverse every sea, where — to use his own words, which he acquired in a recent piratical expedition among the poets —

"The green wave-buds  
Burst in white froth flowers."

What he will try to do next we cannot say; but the new comet will soon be visible, and we can look at that while we are waiting for Telzah to be something else.

**NOTES, QUERIES, ETC.**

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

**Answers to Correspondents.**

IF "Yours," of Greencastle, Ind., will send his real name, we will be happy to respond to his request.

*Editor Bicycling World:* — In answer to "T. C." of Poughkeepsie, I would say, I have used the Burley skeleton saddle for about six months, and consider it the most comfortable saddle now in the market. A rider once getting accustomed to the skeleton will never adopt any other kind of saddle. Now, I would like to get the opinion of some riders who have tried the Pope Manufacturing Company's new machine, the Expert. How do they like it? P. O. Box 500.

WILLIMANTIC, CONN., 14 April, 1882.

*Editor Bicycling World:* — In response to inquiry of "T. C." in your last issue, would say that the Burley saddle is more "comfortable and decidedly preferable" to any of the saddles in common use. Mine was in daily use the greater part of last season, and is at present as great a comfort to me as ever. The plate of the usual saddle was not fitted to my bones. Ventilation is also secured, and that is a great comfort in hot weather. "869."

HAVERHILL, MASS., 15 April, 1882.

*Editor Bicycling World:* — In reply to "T. C." of Poughkeepsie, in regard to the Burley adjustable saddle, I would say I have one in use on my Harvard in connection with the cradle spring, and have found it much more comfortable than the suspension. I can say candidly that I would not be without these improvements under any consideration, as I consider them the perfection of comfort. F. C. HAND.

SCRANTON, PA., 15 April, 1882.

THE prizes for the amateur events in the races at the Institute Fair Building, next week Saturday, 29 April, will be L. A. W. badges of the new design. The race between Prince and Rollinson will be for the professional championship, and a stake of, probably, \$200. The doors open at 6.30 P. M., and the first race will start at 7.30.



# THE Bicycling World

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

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WILLIAM E. GILMAN . . . . . EDITOR.  
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.  
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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, 21 APRIL, 1882.

## PROFESSIONAL AND AMATEUR AGAIN.

THE action of the League in adjudging a teacher of the art of bicycling a professional has called forth a communication from one who, having no personal interest in the matter, on general principles thinks it unwise, impolitic, and unjust to exclude from its membership, and consequently from the amateur ranks, one making it his profession to ride the bicycle, and impart his knowledge thereof to others for a remuneration. For over twenty years it has been deemed expedient to make some sort of distinction between those following athletics as a means of livelihood, and for gain, and those who engage in a sport purely for the honor and love of it. It is no argu-

ment against the rule that one follows his profession in a small riding school, closely studded with dangerous posts and obstructions, and another plies his vocation on a five-lap track. Neither is it an argument that one is incapable of speed, while another is a marvel of quickness and endurance; and yet some do so argue, and would have a rule which would admit into the amateur ranks, teachers of a certain stamp, and under certain circumstances, but exclude those who were really an honor to the profession. A very sensible rule that, — to inflict all the poor professionals on to the amateurs, and protect and keep the real professional ranks clean and pure. It is impossible to make any distinction between a teacher of slow and fancy riding, and the trainer of races; both make bicycling their business, their profession, their means of livelihood, and the rules adopted by the League are such as afford the best protection to amateurs, who form the majority of riders. The League was not formed in the interests of bicycle dealers, or their professors, and as an association has no interest in any particular individual, but makes its rules to meet the wants and necessities of the greatest number. The person who engages in any sport for gain is not so careful of his methods of securing the best pecuniary results, and one does not want them placed side by side with a strict amateur. Would the League succeed if it should abrogate the rules which other associations of a like character adopt and recognize? Would League members be recognized as amateurs by the Bicycle Touring Club and Bicycle Union if its rules are not as strict as theirs? Would members of the N. A. A. A. and Union Athletic Club compete against members of the League without the latter first established their amateurship? We opine not, and think the League would lose many of its best members by changing its rules to allow teachers of bicycle riding to stand on the same footing with strict amateurs. Even the Bicycle Touring Club, which has nothing whatever to do with racing, adopts the strictest of amateur rules; although to the casual observer it would be difficult to see why a professional should not have the same privileges when off the track as one who never raced. We admit that every professional is not more speedy than an amateur, but the theory is that one who devotes his

whole time to any particular business will become more proficient in it than a person who gives it a portion of his time only. The L. A. W., by its action in enforcing its rules, has shown its strength and developed the fact that membership in it is of some value; and where is the wheelman who is not willing to pay the yearly stipend of \$1 to know that he is a gentleman amateur in good standing, and can remain so until he infringes its rules?

THE N. A. A. A. has been reiterating its iron-clad rule about amateurs and professionals, and the exclusion of those competing in games disapproved of or unauthorized by them. Under these rules, all those who competed in the series of Boston races during the winter are excluded, on account of the professional races in connection with the events. Of course, to bicyclers this is of little moment; but to such as are members of the Union Athletic Club it is of much consequence, — certainly in the case of Mr. Ethier, and if the rules are to be applied strictly, we cannot see how any of those who participated in the postponed races of the Union games of 25 January can escape the penalty of violation of the rules.

## 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.]

22 April. Louisville bicycle races.  
26 April. St. Louis. I. O. O. F. anniversary. Fair grounds. Five-mile race for gold medal, valued at \$25; three-mile race for gold medal, valued at \$17; one-mile race for gold medal, valued at \$8; slow race, 100 yards, for plate valued at \$5.00.

Boston Bicycle Club, April fixtures, 1882: 22. Headquarters, 1.30 P. M. Via Union square, Beacon street, Watertown, to Waltham (ten miles). Visit Waltham Watch Company. Home 4.30 P. M. ad. lib.—23. Headquarters, 2.30 P. M. Forest Hills station, 3.10, via Warren street, Walnut avenue, Hyde Park (ten miles). Mattapan, Lower Mills, Meeting House Hill via Adams street, home. (Total, twenty miles.)—26. Headquarters, 1 P. M. To Quincy Granite Quarries (ten miles), via Meeting House Hill, 1.45, thence via Bowdoin street, Washington street, Milton. Home, 4 P. M. ad. lib.—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.

6 May. Stenton, Pa. Germantown Bicycling Club Race Meeting.

### 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.

**MELROSE BI. CLUB.**—At the annual meeting of the Melrose Bicycle Club, held on Monday evening, the following officers were elected for the ensuing year: President, F. H. Bosson; captain, George P. Merrill; secretary and treasurer, Frank M. Souther; bugler, C. D. Jefferson. Four new members were admitted, and the club voted to have weekly runs on Monday evenings, between May and October.

F. H. BOSSON.

MELROSE, MASS., 11 April, 1882.

**BROOKLYN BI. CLUB.**—The third annual meeting of the Brooklyn Bicycle Club was held on Tuesday, 11 April. The officers elected for the ensuing year are as follows: President, S. C. Scott; captain, W. F. Gullen; lieutenant, Harry Wrecks; secretary and treasurer, E. A. Caner, P. O. Box 2,806, New York. John Lee and W. T. Wintringham are on the committee, and W. T. Wintringham is club bugler. One or two members will be present at the League Meet. William Carl, of 98 6th avenue, Brooklyn, was admitted a member of the club.

W. F. G.

**PORTLAND BI. CLUB.**—At the annual meeting of the Portland Bicycle Club, the following officers were elected: President, J. H. Lamson; secretary and treasurer, F. A. Elwell; captain, A. W. Pierce; first lieutenant, F. N. Weeks; second lieutenant, E. O. Hawkes.

F. A. ELWELL, Sec.

PORTLAND, 15 April, 1882.

**MARYLAND BI. CLUB.**—*Editor Bicycling World:*—I have refrained from writing you of the formation of the Maryland Bicycle Club, on March 14, until I could have something more substantial than plans and promises to tell you about. Having first secured the names of fourteen to an agreement, on the above date the organization was effected, and the following gentlemen elected officers for the ensuing year: President, Edward A. Griffith; captain, Albert Trego; first lieutenant, Harry E. Brown; second lieutenant, John D. Lord, Jr.; secretary and treasurer, E. F. LeCato. The club and house committee were appointed, and the work pushed vigorously on, so that on Monday night, the 10th inst., our first monthly meeting was held in the club headquarters. We have secured a house on Boundary avenue, and have a reading and smoking room, pool-room, meeting-room, wash-room, bath-room, machine-room, etc.; and in point of location it is all that could be desired, being only a short square from the entrance to Druid Hill Park (the use of which has just been granted to bicyclers, with but one slight restriction), and in easy access of all the roads leading from the city. The club uniform is dark blue throughout; parole jacket, knee-breeches, stockings, and small cap with visor; the

club color is cardinal, and the badge a crescent suspended from the lower points of a star. We now have twenty-one members, and feel no doubt that the present limit of thirty-five for active membership will soon be filled. We have also an associate membership, the limit of which is twenty-five. I enclose a copy of by-laws and rules of the club, from which you can see that we are established on a firm basis.

E. F. LECATO, Sec.

105 SOUTH STREET, BALTIMORE, MD., 14 April, 1882.

## 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.]

### Bremen.

*Editor Bicycling World:*—One of our members went out to Lillenthal via Borgfeldt, Sunday, 19 March, on a beautiful morning, where we met two unattached, the former riding a 56-inch Invincible, the latter a 52-inch German make. (On inspection it proved to be from F. A. Dissel, in Dortmund; the machine is built with great care, and shows good quality, and although it can be improved upon, Mr. Dissel is to be congratulated on turning out such a fair bicycle with but one year's experience.) The route was then taken on to Obernenland, where No. 3 left for Hemenlingen, his home; the two Bremenites returned and scored eighteen miles for the morning. Also one member out to Vegesack and back; roads dry but fair.

Last Friday an article appeared in one of the daily papers, written by some sour-tempered and crabbed old gent, protesting against our riding in the "Bürgerpark" as annoying to foot passengers in general; he further states: "The public hailed with joy the expulsion of all bicycle riders from the Wall and Contrescarpes," and that "it would be a boon to see them removed altogether." Three very polite and well-worded answers appeared and somewhat appeased the old gentleman's wrath. People here are of the mistaken opinion that our bells, when sounded, are meant to command them to give us the whole road, instead of a warning that we are coming; the stolid Teuton loves his quiet walk, but not so the swiftly flying wheel. *Talis est Germanorum tranquillitas.*

PUMPERNICKEL.

BREMEN, 22 March, 1882.

### Albany.

*Editor Bicycling World:*—The prejudice of the public is relaxing, and we hope soon to have our rights respected to a greater extent than formerly.... Our genial president has ordered a marine bicycle, which we are all anxiously waiting to see; and as we have the fine old Hudson flowing by our city, he will have a fine place to use it.... There is some

talk of a tricycle making its appearance among us, which, if true, will make a very pleasant addition to our number.... Indorsing Chicago as the place for the Meet, and assuring brother wheelmen a hearty welcome should any turn their tiller this way,

SEC.

ALBANY, N. Y., 7 April, 1882.

Answer to F. M., by Practical.

*Editor Bicycling World:*—As my name is included with Mr. Johnson's in an apparent slur, I must ask "F. M." as an honorable gentleman, to come out and substantiate his insinuation of professionalism, or apologize; otherwise I affirm him guilty of gross and malicious misrepresentation. In regard to where he says "There are very distinct premonitions of it now, in the growing fractiousness of skilful amateurs under the rule of giving only medals as prizes, and the proposition to make them convertible into merchandise,—the thinnest disguise of racing for money I ever heard of. If dry goods, what is to prevent selling them for what they will bring, and why not give money prizes at once?" If "F. M." is the gentleman he probably pretends to be, perhaps he might understand that the same reason would prevent a man selling a useful prize as will cause him to retain a valuable gold medal which can as readily be disposed of. Possibly he can allow that a gentleman can race, be successful with the powers nature has given him and which he has preserved by judicious use and care, and still be honest enough to be trusted with the value of his prize won, even in more useful shape than that of a medal or cup. Human nature is jealous, and cannot bear to see another get ahead; consequently when a rider as a racing man is successful, he will find many who will take part against him on principle. Instead of congratulations, he receives from these insinuations which are a disgrace to those who make them. How can the path be kept clear and clean if every man who races is maligned and insulted, and credited with doing what he has been most careful to avoid? This is not a subject to be handled under influence of personal feeling or envy, but must be considered carefully and impartially. Heed ye the Golden Rule: Do as thou wouldst be done by.

W. W. STALL,

Boston Bicycle Club.

BOSTON, 15 April, 1882.

[We have received the following note from the writer of the article animadverted upon, which may appease Mr. Stall's justly incensed feelings, and save further misunderstanding.—Ed.]

*Editor Bicycling World:*—I have to apologize, and do so most sincerely, for my stupid blunder of last week in classing Messrs. Stall and Johnson among professionals. It was inexcusable, and I can only plead in extenuation the reason Dr. Johnson gave to the lady who asked him why he defined a certain word wrong



in his dictionary: "Ignorance, madam, pure ignorance." I wanted to disclaim any intention of treading on any one's toes, or aspersing the character of any class of men, and took the most familiar racing names known to me, without stopping to think whether they were professionals or not. Their racing reputations quite overshadowed the fact of amateurship in my mind, and I did not discover my mistake till too late for correction in that issue. The error was really, therefore, a complimentary one; but it must have been a very offensive compliment to these gentlemen, and I hasten to make the fullest retraction, for fear my careless slip may be mistaken for an intentional insult,—the last thing I should wish to utter concerning strangers and honorable men.

E. M.

#### Wanted, — Bicycles.

*Editor Bicycling World:*—There certainly is a "boom" in bicycle-buying this spring. At any rate, if dealers cannot sell machines it is because they have not got them to sell. A visit to the manufacturers reveals the fact that they cannot assure a customer of a machine before 1 June, and the importers are not much better prepared to supply the demand. This is the harvest time to dealers; and if they desire to build up a business and become popular they must have their wares on hand when the demand comes. There are in America certain standard machines which are always inquired for; and after spending a goodly amount in advertising them, the dealers should, in justice to their customers, be able to supply the demand. How long will it be before bicycling firms will be forced to do business in a business-like manner? There is certainly a large field for improvement in this direction, and by and by some one will take advantage of the situation, and their reward will, to say the least, be profitable. Honorable business competition is what we need here, to encourage and support the bicycling interest; and when we arrive at that point, then will we have good machines, and for a fair price. \* \* \*

#### Notes from Newburyport.

*Editor Bicycling World:*—The first run of the season of any consequence from this city was taken on Saturday afternoon by a chum and myself, 50 and 52 inch respectively. The place visited was Ipswich, of course, for that is the first place a Newburyport wheelman thinks of visiting when taking a run. We left the city about 4.30 with a strong head wind blowing, and reached Ipswich a little after six, with about one hour and forty minutes' running time.

The roads were not in as good condition as one would wish for, or as we expected, not being sufficiently worn to insure safe and comfortable wheeling. In most places there are two wheel ruts, which, if once got into, are apt to prove dangerous, and in fact one of them was

the means of causing a tumble on my part while returning. On our way over, we stopped to chat awhile with the gentlemanly old flagman at the Eastern Railroad crossing, in Rowley woods, and found him as lively and chipper as ever. No wheelman from this city would think of passing the house of the old gentleman without dismounting and exchanging a few words with him, and perhaps to take a glass of ginger beer, or some other light drink, of which he is preparing to lay in his summer stock. We also tarried a few moments at the green in Rowley, to speak to Landlord Smith, of the Eagle House, and to refresh ourselves from the pump standing near. Bull Brook Hill, just out of Ipswich, proved too much for us, out of practice as we were; and so dismounting, we toiled up the tiresome ascent. The town reached, we stabled our machines and sallied out on a tour of inspection. We found the young ladies of the place as entertaining and pretty as ever,—for which they are noted; and meeting two of them, former acquaintances, we managed to while away the evening very pleasantly. We stopped at the hotel, and returned home the following morning. I am sorry to say that the mile of oyster-shell road is getting somewhat worn, and is returning to its natural condition of gravel. The shells on Gravel Hill have not as yet got worn enough to warrant an easy ascent or a safe coast.... Haverhill, Lawrence, and Marblehead have been heard from on the "Newburyport idea," and all in favor. But where are Lynn and Salem, the banner cities of the county? Our Lawrence brethren have taken hold of the thing in good earnest, and have generously extended their hospitality and city for the first meet; which invitation it is to be hoped every wheelman in the county will accept. "869," of Haverhill, asks me to "stir 'em up." I do all I can, dear fellow, and accordingly I began at home, and endeavored to form a club; but not possessing the tact and enterprise of the Buffalo pioneers, who started with three, we were unable to organize, with even such a large number as six. At the close of the meeting, I found I was unanimously elected captain, president, secretary, treasurer, and to all the other offices. In some future letter I hope to describe the scene, and inform the readers of the WORLD how a club (?) meeting is conducted in Newburyport. I hope to hear from Lynn and Salem in regard to the "idea," soon, whether for or against; but, however, I trust that the 30th of May next will witness the organization of the E. C. A. of W., an association which will be a credit to the county and to the sport which we represent.... F. A. Mild of this city has sold his 46-inch wheel to George Meinerth, also of this city, and is to purchase a new 48-inch Harvard. We have also had another accession to our ranks. The machine is one of Philbrick's make, 51-inch, painted red. It is on a somewhat larger scale than a Columbia, but is quite a good

looking wheel. The owner is Mr. Chauncy Dodge; and from his first lesson, which took place Monday evening, I should judge he would make a good wheelman. I fear I have already taken too much of your space, so I will dismount from the wheel of thought.

ELLSWORTH.

NEWBURYPORT, MASS., April, 1882.

CREAM CITY CURRENT.—John M. Fairfield was a visitor in this city Sunday, and enjoyed a ride with a few of his many friends here. He expects to have his new cyclometer in the market this week. The few in use in Chicago are pronounced the simplest, most accurate, and compact instruments yet placed before wheelmen. ... A local wheelman has perfected a new suspension saddle which gives entire satisfaction. ... The regular weekly club run which was called for Saturday was adjourned until the following week on account of rain.... The WORLD is eagerly looked for every Saturday afternoon, and every reader is disappointed should it be delayed until Monday.... Secretary Hibbard is in the city for a short visit.

SCRIBE.

MILWAUKEE, 10 April, 1882.

#### To Western Wheelmen.

Now that the L. A. W. has decided upon Chicago for the next Meet, it behooves Western wheelmen to show due appreciation of the fact that in so doing the League has shown itself to be not at all an organization confining itself to the East only. It is to be regretted that in the past the West has not given the L. A. W. the support it should; but this is owing mostly to the general feeling that in so doing they would be contributing to an Eastern institution, purely local in character, and without any present or prospective benefit to the West. The fact that Western men have had no hope for L. A. W. benefits has bred an indifference to its interests, and hence the returns in Western memberships have been very small. It has perhaps surprised Western bicyclers not a little that Chicago has been selected for the Meet,—surprised because an organization hitherto thought to be practically Eastern in membership and disposition should favor the minority and vote the chief event of the association to be held in that part of the country from whence it derived its most meagre support. To say that Western wheelmen will fail to recognize the true meaning of this concession would be to accuse them of dulness. The Meet is not voted to Chicago alone; it is to the whole West, and to Chicago as its metropolis, and is a voluntary concession on the part of the majority of the membership, Eastern men, that the League is what it claims to be,—one of American wheelmen, and not one local only in the cause which it claims to champion. As such it must have the unreserved support of the West as well as the East; of every State in the Union, for in so far



as it fails to have its agents in any part of the country where there are bicyclers, and consequently necessity for the performance of its offices, just so far is the organization incomplete. That part of the country, city, or club which withdraws its support from the League because it sees no benefit to be derived therefrom retards just so much the development of resources by which these benefits are to be secured. If, instead of waiting for the consummation of the League's projects before giving it their allegiance, they put their shoulder to the wheel and help it reach that end, they will find it will come sooner. The League of American Wheelmen cannot perform perfectly the offices for which it is organized without a full representation all over the country. Until this representation is complete, then, whatever benefits it may have the ability to confer will be confined to that part of the country in which its membership is the more complete and active. That the benefits to be derived from association with the League are conferred equally upon every member we cannot say. It is not reasonable to suppose that the single unattached member residing alone in the interior of some far western Territory can enjoy its benefits the same way as the New England man, so far as the mitigation of his condition as respects the liberty of his wheel in his immediate neighborhood is concerned. But let that individual make a tour farther east or west, or go where there are a body of wheelmen gathered together in the name of the L. A. W., and he will then discover the value of his membership ticket.

That the West must "brace up" is a fact. If there was no reason for the organization of such an institution as the L. A. W. it would not have been organized. The reason for that organization, if not apparent, will be found by perusing the League Hand-Book, which is open to all who take the trouble to get one. That the organization is effected, and that its object is for the benefit of wheelmen at large, is sufficient evidence that it should be thoroughly supported. If Western bicyclers who are not already members will consult their own interest, they will join the League at once. We know there is a disposition to wait until the present League year has expired, that they may have the benefit of a year of membership for the fee. This may be a nice little piece of financial management, but it certainly will not look well to have our parade composed of more non-Leaguers than League members. In the Meet in May there will be, without doubt, a majority who are unattached. It cannot be expected otherwise; but as for the insinuation of Eastern bicyclers that they will be a motley crowd, we beg to differ. All our little Western towns have more or less bicyclers in them, and they are generally organized in clubs, — non-Leaguers. In point of make-up these clubs can put on a good front, if they

are not so unfortunate as to be mounted on machines too small for them, which is generally the case. But we can name Western cities who can and will send us delegations mounted on wheels of diameter which will be a revelation to Eastern folks, and presenting a handsome military front. Western bicyclers will bear in mind that to a certain extent the East will come here to criticise us. It is natural they should. In turn we will criticise them. It will be the meeting of two branches of an order, each having different ideas and customs, but one in the idea upon which the organization is based. Chicago and Milwaukee will form the groundwork, and on the skill and good appearance of the representatives from other Western cities and towns will depend the beauty of the parade, which will not rely so much upon numbers as upon the individual expertness and uniformity of the clubs participating.

That the L. A. W. will benefit by the Chicago Meet we have no doubt. While the unattached element may be out of proportion in the parade, their names will undoubtedly grace the membership roll before the year has expired.

STENO.

CHICAGO, 8 April, 1882.

#### A Tour through Ireland. IV.

HOW IRISHMEN RIDE. BY ONE OF THEM.

NEXT morning the only difficulty which presented itself to our minds was what road we should take: there were several recommended to us, and it was hard to decide on one of them. Jerry was anxious to visit the celebrated lake of Gougane Barra. This, however, was a most difficult route. Then there was Glengariff, and of course we must see Killarney, and if possible the ocean-battered coast of Kilkee; so on that morning

We argued the thing at breakfast,  
But we didn't again at tea,  
For ere then we had seen Glengariff,  
And rattled through Keim-an-eigh, —

two places the recollection of which I shall carry with me as long as I live or am possessed of that faculty so potent for pleasure or pain, memory. We decided on Glengariff for our first stopping place, and indeed every one agreed in recommending it, as we could from thence strike straight up to Killarney. Now, I am not going to give a detailed account of this portion of our ride; if I did, it would fill volumes, and after all I do not think I could do justice to it: it passes beyond the power of my pen to describe the scenery from Macroom to Glengariff. We left at nine o'clock, taking the road through Inchygeelagh. This was the grandest and most rugged scenery which we had as yet witnessed. As we progressed the country got wilder and wilder; rocks crept down to the roadside, heaping themselves above it; hills behind them rose barren and wild, their

only covering the heath, their only ornaments the scattered bowlders and yellow furze. At the back of all towered the mountains, massive and silent; they seemed keeping guard over this wild scene of savage grandeur, where the rock and the stream appeared monarchs of all. One could not help calling to mind the well-known lines of the last of the Irish bards, when he sang of this beautiful portion of his native land: —

"In deep-valleyed Desmond a thousand wild fountains  
Come down to the lake from their homes in the mountains."

Callanan lies in his far-off Iberian grave, but the music of his words still lives in lone Gougane Barra, Desmond's Valley, and Keim-an-eigh. Crossing the Lee at Inchygeelagh we followed the Glengariff road; and if the former portion of our ride had been through rugged and grand scenery, this part of the road we were now entering upon was savage and terrible in the extreme. Huge rocks closed round us on every side, clothed with their wild growth of heath and ivy; they seemed to shut us in and bar the passage on every hand. Round one rock we went, but to find the road apparently shut in beyond. On we walked (we had dismounted) amid a solitude and silence which I should fancy might well typify the loneliness and solemnity of a country graveyard, only in the latter you would be pretty certain to hear the voices of birds; here we noticed none, everything was silent grandeur. It needed no voice of man to tell us we were in the pass of Keim-an-eigh. Its name we had often heard, its history had just been recounted to us, and we looked round on this wild spot of nature's fanciful construction with mingled feelings of awe and admiration. This pass of Keim-an-eigh, of about two miles in length, is one of the sights of this part of Ireland; and I recommend any tourist who desires to see "Old Nature" in her most angry mood, when she only wants a good scolding voice to scare the devil himself, to take the road from Macroom to Glengariff. But a treat of a different kind was in store for us, when we left the "pass" behind, and rode on towards the sea. "God save Ireland," said Jerry Maxwell, as Bantry Bay spread its broad bosom out before us; and "Amen," said I. It was really magnificent. "There are the Reeks; that must be Mangerton away to the right," said Jerry, as we sprang down from our steeds to gaze on the picture which spread itself out before us at seven o'clock on Saturday evening, 9 July. Bantry Bay need not be described by me: any tourist's guide-book no doubt dwells on its beauties, and gives them in detail better than I could. But the view of this beautiful sheet of water, with its islands and its hills, seen on a warm summer evening, with the sun sinking towards the west, is worth any toil or trouble that the tourist, be he bicyclist or non-bicyclist, may encounter in reaching it. I have heard it said that there is not a finer bay in the British Islands than



that of Bantry, and I am willing to believe the statement. We got into Glengariff at eight o'clock, and our first attentions after supper were given to the machines; for they had not got a decent cleaning since leaving Dublin, and it was time to see that they were not anything the worse for their unusually long peregrination. All was satisfactory, — not a nut loose, and everything in first-class order; so leaving them to their well-merited repose, we retired to ours, with the comforting expectation of having all the next day Sunday to rest ourselves, and to inspect the neighborhood of Glengariff. Next morning we were up bright and early, and our first bolt was for the shore, where we had what was to us the tremendous luxury of a swim. Then breakfast interested us, and a ramble round the country was the next item of the programme. I have taken a good many walks, with pleasant companions, through almost every kind of scenery; but I can safely say that I never experienced greater pleasure from any pedestrian excursion than from this stroll through the beautiful scenery round Glengariff. Speaking for myself, I almost prefer it to the much-vaunted beauty of "the Lakes," and I have met several parties who were also inclined to give the preference to this magic valley by the sea. The glen is magnificent: it is a deep valley encircled all round by mountains and rocks, and extending for about three miles. Below in the vale all is soft and beautiful: trees of every size and shape, streams running down from the hills in endless numbers to join the river, which, plunging down the side of Hungry Mountain, bursts into a magnificent cataract of nearly eight hundred feet in height. Words fail to describe the varied beauties of the panorama spread before the eye from various vantage points in this charming locality. We had the whole day to rest ourselves, and rest we did, beneath the luxuriant foliage and the cool shade of the rocks. The woods, the streams, the hills all combine to make up a picture which can never be forgotten; and when to the beauty of the land the broad bosom of old ocean — represented in the glittering waves of Bantry Bay — is added, you have a portion of the earth's surface where one might well dwell forever, and still find some new beauties of nature to awaken their sympathies. This was the most enjoyable day of our whole trip, and we returned to our hotel feeling thoroughly invigorated for our next day's work. Next morning, bidding farewell to Glengariff, we took the road to Kenmare. What a comfort it was to have the machines clean and trim! The sun shone as brightly as ever, the weather was warm, without being inconvenient for riding, and the road was as fine as one as we had ever travelled, and ran through magnificent scenery; giant rocks and mountains all round. It appeared strange to be bowling merrily along a road smooth as a board, amid the wildest

scenery one could well imagine; indeed, the roads through this portion of the country are splendid, and I would have no hesitation in recommending them to the most effeminate or lazy of wheelmen. This day, Monday, was the hardest riding day we had up to then experienced. Leaving Glengariff at eight o'clock, by ten we were in Kenmare, and without halting, proceeded on to Killarney. The road for several miles beyond Kenmare lacked the interest which had characterized it from Glengariff to that place, but on approaching Killarney the scenery gradually returned to its old attractiveness. We were riding at a tremendous rate, and at half past eleven the front view of the upper lake burst upon our gaze. Its appearance is stern and grand. Surrounded by the high summits of the Reeks, it appears cut off from the associations of the surrounding country, and is in every respect different in appearance from the lower, or Lake Lane. The road led round the lake for several miles, and as recommended, we inquired for Mucross Abbey; for by taking the various points of interest as they came, we could see more during our limited stay than by going straight to the town, and starting round from them. And now you will ask why, after riding so far, we should be contented with but a superficial view of the beauties of Killarney. Jerry Maxwell's remark ten miles outside of Glengariff will explain the matter. We were riding at a sharp rate, and discussing the length of road before us, and the anything but satisfactory length of our common purse, when Jerry, turning round to me, said with a sorrowful shake of the head, "I've heard the saying that money makes the mare go; but by the rock of Cashel, Jack, it's the want of it that is making us go." Now you have the secret of the haste which characterized all our movements after leaving Glengariff. After passing the Upper Lake and its magnificent mountains, we ran down by the Middle Lake, and consigning our machines to the care of a cottager, and taking one of his "gossoons" with us, we were by this youthful Hibernian shown the glories of the abbey. It is a grand old ruin, and consists principally of two large masses of old masonry, at the end of one of which there is the remains of a fine old window. We were favored with a few stories of the place by our youthful guide, the matter of which the young scamp must have altered to suit his own fancy; for they bore very little resemblance to the tales of Crofton Croker, which I looked up after returning home. Tipping the youngster for his trouble and his stories, we next went round the lower lake to Killarney. This lake is different in appearance from the other two. The upper one is stern and wild, the middle one is small and less rugged, and the lower one, the largest of the three, is quiet and serene compared with the upper lake, and is dotted with beauti-

ful islands. We had lunch at the town, and then started for the Gap of Dun'oe. This celebrated pass is about three or four miles from the town, and extends for about three miles in length. The view of the gap breaks upon you suddenly at the entrance, and it is one of the grandest sights about Killarney; at least it appeared so to us. Jerry said it licked the lakes completely. It is wild in the extreme, and looks like an immense gash through the mountains, which rise on either side, and with the rocks and the river give the place an air of stern grandeur which cannot easily be forgotten. We got back to Killarney by four o'clock, and started immediately for Tralee, having seen the best part of the celebrated touring place of Ireland in one day. And now commenced the real working part of the ride. Tralee was sixteen miles distant and had to be reached that evening. We had ridden already during the day nearly thirty miles, and had walked for three hours, which would alone have constituted a fair day's work; but Tralee had to be made, in order that we might reach the Shannon by midday on Tuesday, to catch the boat which leaves Tarbert daily for Kilmish, on the opposite side of the river, for of course we could not be expected to bicycle across the largest river of the British Islands, and at its widest part too. The road appeared tame to us after the glorious ride during the former part of the day, and when we got into Tralee at 7 P. M. we were pretty fairly tired out, and were glad to retire to bed sharp at nine o'clock. Here I may remark that when on a bicycle tour, I have always found it pays best to knock off work about seven o'clock, and leg off to bed as soon after nine as possible.

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### CURRENTS CALAMO

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THE Kentucky Bicycle Club will soon have a fine race track in Louisville.

THE Ohio wheelmen are making arrangements for the August meet of their State League.

THE Montreal wheelmen are projecting a bicycle run to Boston some time during the summer.

A CUSTOMS official of Tientsin, China, has purchased a Columbia bicycle for use on the Celestial highways.

PRESIDENT MILLER, of the Buckeye Bicycle Club of Columbus, O., is convalescing from a recent serious illness.

CAPT. C. P. SHILLABER of the Massachusetts Bicycle Club has started on a trip South for his health; says he shall keep on in that direction till he finds warmer weather.

THE first bicycle purchased and owned by Uncle Sam is a Columbia, on the requisition of the health officer of the ports of Georgia. Agent Mason of New York furnished it.



MR. W. W. STALL invites his friends to call upon him next Sunday, 23d inst., between two and five o'clock P. M., to inspect and try the marine bicycle on Charles River, at Faneuil Station.

CONSUL C. L. CLARK, of Newton, has issued a request to unattached Leaguers of his district to communicate with him in regard to attending the Chicago Meet. His address is Box 169, West Newton.

On Tuesday, 25 April, twenty members of the Boston Bicycle Club will run to West Newton to attend the minstrel entertainment of the Newton Boat Club. Leave headquarters, 53 Union Park, at 6.30 P. M.

FRED. JENKINS, editor of the *Wheel*, has assumed the control of the bicycle agency, 791 5th avenue, New York, formerly W. M. Wright's, and he will, we doubt not, put new life into the Gotham bicycle market.

SMITH, the two-mile American champion, is, according to English advices, on his way to this country again, and proposes to contest some of our races the coming season. Well, he must do something better than 6.33½ for two miles this time.

IN the Institute Fair races, the 29th inst., it is probable that Prince and Rollinson will race for a stake; but should not Rollinson come to time, Prince will race against time for five miles, and endeavor to beat the best American record, amateur or professional.

ELSA VON BLUMEN covered eight hundred and fifty and two thirds miles in her last week's ride in Detroit, which was fifty more than she agreed to and one hundred and fifty less than she tried to; at least it is so reported, although the New York sporting press probably won't believe it.

MR. E. L. DAVENPORT, son of the eminent actor, and himself a knight of the buskin, is in Boston, with Curtis's "Sam'l of Posen" company, now performing at the Globe. Mr. Davenport is an enthusiastic wheelman, and has contributed to the *WORLD* and other wheel papers articles of interest to bicyclers.

THE *Bohemian* says C. O. Meyers is the only wheelman in Logan, but intimates that another man has the fever. The same paper says Canal Winchester has a six feet five and one half inches young man who measures for a 62-inch wheel. As stories usually grow in proportion as they near the setting sun, we are surprised at this.

THE sporting press are still parading around the country the erroneous daily newspaper reports of J. S. Prince's 22 February exhibition five-mile time in the Institute Fair building. The time-watch used gave the time as 16m. 28½s.; but as the watch gained just three quarters of a second per minute, the corrected time

was, as reported by us at the time, 16m. 16½s., as near as it can be figured.

MARBLEHEAD wheelmen have been having hard lines recently. One had a tire strip while he was coasting, and was thrown off and received a severe cut in the leg from some part of the machine; another, the same day, was thrown and badly injured his knee; and still another had all the conceit instantaneously shaken out of him by a violent Marbleheader. Bad roads, or very careless boys, or both, in Marblehead.

THE Boston Bicycle Club has arranged for a series of splendid suburban runs during the present month. The first of which was a trip to Maplewood for dinner last Sunday, *via* Cambridge, Medford, and Malden; the second was on Wednesday, to Chestnut Hill; and a third is to take place to-morrow, leaving headquarters at 1.30 P. M., *via* Watertown and Waltham, and will include a visit to the Waltham Watch Company's works.

IF any of our tall riders wants a first-class wheel, a chance to get one is offered in our advertising columns, by President Miller, of the Susquehanna Bicycle Club. It is a good bargain, without question, and no better machine is made in England than the Premier. Mr. Miller says he will deliver it free of charge to any Chicago purchaser immediately after the League Meet, as he intends to take it there with him, if not sold before then.

ATTENTION is called to a second request for consuls' reports for Massachusetts, in another column. It appears that out of thirty-five consuls in Massachusetts, only twelve have complied with the request and forwarded reports. This is bringing to the surface several significant points. If the consuls of the L. A. W. will not take the trouble to even send in a report, can it be supposed that any amount of work by the officers will bring better results?

MLLE. ARMAINDO throws down the gauntlet at the feet of those sporting journals who have expressed doubts of her having actually wheeled 617½ miles in seventy-two hours, and offers to stake \$500 she will do it again, and in New York, and let the doubters appoint referee and judges, survey the track, etc. She also offers to race any woman twenty-five to one hundred miles for the same amount. Where's Elsa, who claims 1,000 miles a week as her record?

AT the Fast Day morning run through the Newtons, the Massachusetts Club turned out thirty members and three visitors, and rode the entire distance in "form." The new shoulder-straps of the officers were much admired. For the captain, each strap had a dark-blue ground of velvet, trimmed with gold bullion, and having in its center a silver wheel flanked on each side by two silver

bars. The first lieutenant had one bar, and the second lieutenant the wheel alone.

ST. LOUIS wheelmen are experiencing a new sensation, the Missouri Club having imported a tricycle, Royal Salvo pattern; and recently President Garvey of the Missouri Bicycle Club, accompanied by Capt. Young and Louis Lueders, took a ten-mile run to Forest Park and vicinity, Mr. Garvey on the tricycle and the escort on bicycles. A two-headed elephant would not have attracted more attention than "the new-fangled do-funny," as one of the park police called it. The new departure behaved well, mounting Lindell Hill without a stop, and gave evidence conclusive of its utility and value as a roadster.

THE Cunningham Company have abandoned the Institute Fair riding school, which has been carried on under charge of J. S. Prince during the winter, and the Pope Manufacturing Company is making arrangements with Messrs. Atkinson and Gilbert to run a rink on an extensive scale in connection with their Casino during the summer. Mr. Weston of the Cunningham Company is entitled to great credit, not only for his enterprise in inaugurating the series of interesting winter events at this place, but for having procured the floor and laid out the best in-door course in the country; and it is to be regretted that he is unable to continue his control of it.

WE mistook the date in announcing Mr. J. S. Prince's forthcoming races at the Institute Fair building for 22 April. The races are to be held 23 April, and the entries will close at noon of Tuesday, the 25th. The riders in this vicinity are still training, and several new men are proposing to compete. Mr. Prince directed the training of Underwood, Ahl, Dean, Clafin, and other Boston contestants in the late racing; and it will be worth while to see these men try conclusions once more against each other. Dean will receive no handicap this time. Corey of the Meteors proposes to participate in the one-mile race, and would be glad to meet Faulkner of the Stars again.

TEN of the Boston Bicycle Club, under command of Lieut. Woodman, rode to Cliftondale and Maplewood *via* Cambridge, Medford, and Malden, Sunday, the round trip about thirty-two miles. The Massachusetts, Chelsea, Crescent, Roxbury, Bay State Wheel, and other local clubs had lots of men on the road, the weather being the most spring-like and salubrious of the season, and the roads, except that they were dusty, were in very fair condition. Bicycles were about as frequently seen in the suburbs as other vehicles; but why will riders so discredit the pastime and themselves by sprawling through the air in long trousers when out specially for a ride, and not on their way to church or for the doctor?



## 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.

LANCASTER BL. CLUB.—C. Longenecker, president; John E. Snyder, vice-president; Walter Boardman, captain; W. Frank Gorrecht, secretary and treasurer; Joseph L. Cogley, bugler; Martin Rudy, Lemuel Mills, Michael Gray, George Sullivan, Fred. Achey, Hector Rohrer, William Lebzelter.

FALLS CITY BL. CLUB.—Wm. Fraocke, captain; Geo. A. Francke, Orville Anderson, H. Haupt; A. S. Dietzman, secretary; H. Helbuor, — all of Louisville, Ky.

CENTAUR BL. CLUB.—Arthur J. Richmond, 46 Angell street; A. Lockwood Danielsson, J. De Forest Danielsson, 66 Angell street; Henry B. Dorrance, 127 Waterman street; George O. Dexter, care Lewis Dexter, Esq.; Walter B. Taft, 12 Franklin street; J. Wanton Dummell, care E. F. Child, Esq., 4 Westminster street; William A. Robinson, 37 Angell street; Henry T. Guild, already a member L. A. W., 101 Waterman street, — all of Providence, R. I.

NEW YORK BL. CLUB.—Additional: Edward J. Shriver, 64 Wall street; E. C. Delevan, Jr., 33 Nassau street; Walter Lambert, Nassau and Wall streets; P. J. Ronaldi, Jr., 54 Cliff street; Clarkson Cowi, 18 South street, — all of New York.

MASSACHUSETTS BL. CLUB.—Additional: Darwin J. Smith, care Mason & Hamlin Organ Co., Cambridgeport, Mass.; Wm. Willis Clark, care H. F. Miller, 611 Washington street, Boston, Mass.; Charles F. Hopkins, Waltham, Mass.; Ralph P. Ahl, 90 Chester square, Boston, Mass.

MARBLEHEAD BL. CLUB.—Additional: Wm. A. Lindsey, care Charles D. Wheeler, Marblehead, Mass.

UNATTACHED.—Herbert Weatherby, Valparaiso, Ind.; W. R. Crawford, 2,000 Calumet avenue, Chicago, Ill.; Arthur W. Ballou, Needham, Mass.; Otis J. Young, Needham, Mass.; Charles H. Moore, 3,419 Race street, Philadelphia, Pa.

## Notice to Directors.

MR. E. J. WARING, director L. A. W. for Pennsylvania, having removed from the State, Mr. Alfred Bly, Jr., of Erie, Pa., has been appointed acting director to fill the vacancy until 30 May.

KINGMAN N. PUTNAM, Cor. Sec.

## Notice to Eastern Clubs of League of American Wheelmen.

THE annual business meeting of the League will be held at Chicago on 30 May, at the time of the Meet. At this meeting, besides a great deal of important

business in connection with alteration of rules, etc., which will then come before the League, the election of officers for the ensuing year will be held.

Under the rules of the League no voting by proxy is permitted, each member present being entitled to one vote, — excepting that clubs whose entire membership has joined the League are entitled to be represented by delegates, one delegate for each ten members; and such delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting.

The minimum expense of attending the Meet from New York will be about \$40; this sum, including fare and sleeping berth from New York to Chicago and return, at the most favorable rates that have yet been offered. And as this will make it rather an expensive trip for individuals to bear, each for himself, all clubs who have the best interests of the League at heart, and desire to assist in the selection of an able corps of officers, and take part in the important discussion of the meeting, are earnestly requested to select and send delegates in such cases where they would otherwise not be represented to the full extent of their suffrages, and to furnish these delegates with credentials addressed to President Pratt and signed by the president and secretary of the club.

Secretaries of clubs in the Eastern States are requested to send to the undersigned as soon as possible their estimates of the number of wheelmen from their club who will probably attend the Meet; and to send as soon as practicable the names of such delegates, stating whether they will go via New York, and about what date they will start. The undersigned is in communication with railroad ticket agents; and if a number of wheelmen start together, or go by the same line, he thinks that he can obtain more favorable rates than those at present offered.

The Western members of the League are doing their best to insure the success of the Meet; and it remains for the Eastern wheelmen to show that these efforts are appreciated, by making the Meet not only successful in number, but what is more important, representative in character. Yours fraternally,

KINGMAN N. PUTNAM,  
Corresponding Secretary L. A. W.

## To Wheelmen.

THE following rates have been offered by one of the trunk-line railroads to wheelmen visiting Chicago for the League Meet, 30 May: — Excursion tickets from New York to Chicago and return, \$32. Special care provided for wheels, free. Sleeping-car berths, \$8.00 per section, holding two; or a special sleeper with fourteen full sections, accommodating fifty-six men, for \$110. The train leaves this city at 7 P. M., via Philadelphia, Baltimore, and Washington, arriving at Chicago in thirty-six hours. In order to secure the above rates, the wheelman's application must be indorsed by the undersigned.

Please send to the corresponding secretary's address as soon as possible the names of wheelmen of your club and your vicinity who will probably attend the Meet, and the date on which they expect to start. If a large number go together, these rates will probably be considerably reduced, and it is highly important to have these estimates on file by 1 May. Full instructions and all further details will be sent to every wheelman who signifies his intention of going. Yours fraternally,

KINGMAN N. PUTNAM,  
Corresponding Secretary L. A. W.

## Consuls for Massachusetts.

CONSULS' reports, as requested in the BICYCLING WORLD, are wanted from the following consuls without delay: — F. H. Johnson, Brockton; Chas. A. Pitkin, Braintree; A. J. Philbrick, Salem; Wm. H. Ames, North Easton; Chas. H. Currier, Roxbury; A. E. Wood, Northboro'; Amos B. Ashcroft, Chicopee; Walter O. Faulkner, Lynn; Geo. E. Whittaker, Hudson; Lewis T. Frye, Marlboro'; Arthur Whittaker, Needham; Byron P. Blackinton, North Attleboro'; E. Stanley, Attleboro'; Geo. H. Shattuck, Pepperell; L. H. Shepard, Sharon; Chas. E. Beach, Amherst; Theo. S. Harold, Pittsfield; Oro. O. Davis, South Framingham; Geo. Harr, Lawrence; Orlando H. Burleigh, Natick; Frank H. Messer, Stoneham. Only twelve consuls out of thirty-five have sent in reports. It is necessary that the above-named consuls should submit their reports immediately. Reports should reach the undersigned before 10 May. Consuls not making returns before that date need not look for a reappointment. Very fraternally,

EDWARD C. HODGES,  
FRED. S. PRATT,  
Directors L. A. W. for Massachusetts.  
28 STATE STREET, BOSTON, MASS.

## L. A. W. Meet, 1882.

*To any Bicyclist:* Dear Sir, — The second annual Meet of the League of American Wheelmen will be held in Chicago, 29 and 30 May, 1882. It is the intention of Chicago wheelmen to make the occasion worthy of the League in point of entertainment and numbers.

We propose to send an invitation to every bicyclist in the United States and Canada, accompanied with a map of Chicago, upon which will be traced the route of the parade, drives, headquarters, hotels, and railway depots, with general information relating to the Meet, that intending visitors may be at once well acquainted with the situation. A reply from each will be requested as to whether we may expect him to be present, so that by the first of May we will have an idea of the number of wheelmen it will be our pleasure to entertain. Will you have the kindness to return to me, at the earliest moment, a list of all bicyclers in your vicinity, with addresses, both club members and unattached? Your prompt action will help our plans greatly, for which we shall be very much obliged to you.

BURLEY B. AYERS,  
Secretary Entertainment Committee.  
CHICAGO, 1 April, 1882, 114 So. Hoyne avenue.

## GLANCES ABROAD.

THE Speedwell Bicycle Club held a very successful exhibition, similar to the Stanley show, although of course not as large, at Bingley Hall, Birmingham, 22, 23, and 24 March, the total number of entrance-paying visitors for each day being 799, 2,253, and 3,914, respectively. . . . The Bicycle Union and the Tricycle Association appear to amalgamate very harmoniously, and consequently satisfactorily. . . . The great bicycle meet to take place 20 May, at Hampton, bids fair to surpass its predecessors in point of members and character. . . . Three bicyclists were fined for riding on the foot-path at Little Coates parish, recently. . . . A cyclists' union has been formed in Australia. A slow race was lately won in Melbourne, in the snail's pace of 4m. 21s. for 146½ yards. . . . Bicycling Mile Champion Howell offers to ride against Fred. Cooper a five or ten mile tricycle race, either at Surbiton or on the road, for £25 or £50 a side; or will bet either amounts that he will beat the latter's five-mile record, 19m. 9s. Howell says he prefers the rider to the record, but to prevent argument will give Cooper his choice. . . . At the spring meeting of the London Athletic Club, at Stamford Bridge, 25 March, J. F. Griffiths, of the London Bicycle Club, with ten yards' start, won a mile race in 2m. 55½s. . . . Jockey caps are rapidly taking the place of polos among the English wheelmen. . . . At Trinity College, Cambridge, races, 11 March, J. S. Whatton, from scratch, got second place in the mile race in 2m. 58s. . . . The royal family, at Kensington Place, has ordered another tricycle, — a 50-inch Premier. . . . An English manufacturer has produced a three-wheeler for use in India to convey one or two passengers, the propelling power to be supplied by coolies on saddles at the rear of the carriage. . . . The *Cyclist* says: "From the way the American papers describe Mlle. Armaingo, of Chicago, it makes one long to have a look at her." What one of our contemporaries has been guying our English cousins? . . . All old French bicyclists ride square oblong saddles, wider than they are long, without a pommel; and if Lamplugh would make a suspension, with as little pommel as possible, I am sure they would be found comfortable. Hills are ridden without the use of arms at all, the thighs being pressed against the saddle,



and one has plenty to sit upon going down hill. — *Cyclist*. . . . The latest received English papers show that the Revell fiasco has been heard of over there, and the *Cyclist* says: "We really ought to petition 'Jarge' (George L. Hillier), or some thoroughly representative man, to cross the 'herrin' pond' for a week or two, to remove bad impressions."

THE English 100-mile professional championship was to be contested the 8th inst., with Waller (present champion), Keen, DeCivry, Higham, Derkinderen, and several more of the same sort in the cast. The first winner gets the title and £25. The place is the Leicestershire Cricket Ground. The Easter professional handicap at Wolverhampton is also decided, probably, by this time. Keen, DeCivry, Duncan, Garrard, and Howell were the scratch men.

#### Boston Amusement Record.

BOSTON THEATRE. — "The World." . . . BOSTON MUSEUM. — "Rosedale." . . . GAIETY THEATRE. — Mrs. Partington Comedy Company. . . . GLOBE THEATRE. — "Sam'l of Posen." . . . HOWARD ATHENÆUM. — "Uncle Tom's Cabin." . . . PARK THEATRE. — French Opera.

#### FOR SALE OR EXCHANGE

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

**\$75 ENGLISH TRICYCLE, SPECIAL** Centaur Ball-Bearing Tricycle, new in 1881, strap brake, front steering. In good condition. Cost \$140. L. H. JOHNSON, Orange, N. J.

**BALL-BEARING STANDARD COLUMBIA**, 50-inch, for sale. New last spring. In excellent condition. Not been ridden 100 miles. Price \$85, cash. Address 'Cycle, 8 Pemberton square, Room 12, Boston.

**WANTED.** — A good 48-inch second-hand Bicycle, at a low price. Address, giving full particulars and lowest price, A. S. PARSONS, Cambridgeport, Mass.

**WANTED.** — A 54-inch English bicycle. Must be cheap, for cash. Address, stating condition of machine, W. H. C., 4 Central street, Boston.

**FOR SALE.** — 54-inch English bicycle, ball bearings, in excellent condition. Address M. C. E., 32 Park Place, New York.

**FOR SALE, CHEAP.** — 52-inch Columbia Special of 1881, full-nickelled, and in perfect order. Price, \$110. A 46-inch Standard Columbia, in good order. Price, \$45. A 36-inch Columbia Mustang for \$35. P. O. Box 284, Portsmouth, N. H.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

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Have ready for delivery a limited number of  
**Standard Marines.**

Only an early order will secure one, as nearly all of the first lot have been sold to Director Lamson, Hill & Tolman, Consul Gilman, and other prominent wheelmen, yachtmen, and hotel proprietors who tried them last year. They are not an experiment, as hundreds of ladies and gentlemen will testify that they are safe, easily managed, speedy, and comfortable.

C. A. Jackson, yachting editor of the *South Boston Inquirer*, writes: "The more I think of our six hours' ride in the snow squalls, against head winds and over the heavy waves off Lynn beach, and our dry landing through the waves at Nahant beach, the better pleased I am with the crafts. The sail I can hardly praise sufficiently; it proved its strength and durability fully."

Lewis T. Frye writes: "I was astonished to find what little exertion it took to run the Marine."

President Philbrick, of the Rockingham Bi. Club, says: "It is a splendid success. You have added many improvements this year."

Agencies have been established at Portland, Nashua, South Boston, Worcester, New York, Baltimore, Rochester, Erie, and other principal cities.

Large Photographs 11 x 14 in. will be mailed for 35 cents.

Send stamps for circular and price list of Marines.

Address

C. A. HAZLETT, Manager,  
Portsmouth, N. H.

## ANNOUNCEMENT.

I WILL sell my 56-INCH D. H. F. PREMIER, close built, full-nickelled (except felloes, which are painted scarlet with narrow gold stripe), Bown's ball bearings to front and back wheels, H. H. & C.'s ball pedals, cradle spring, lace insertion saddle, two adjustable steps, Cooper's No. 2 Hub Lamp, nickelled.

It was built specially to my order, and is a perfect bicycle. My only reason for selling is that it is too large to ride comfortably over our hilly roads.

The price at port of Boston was \$190; I will sell for \$165.

The machine has not been roaded one mile.

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## MISCELLANEOUS.

4-line Addresses in this department, \$6 per year.

**ST. LOUIS, MO.** — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival, and the John Wilson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Free stabling for visiting wheelmen. Write for circular.

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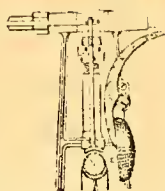
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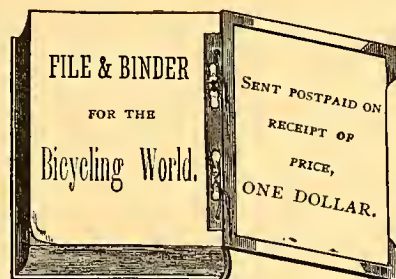
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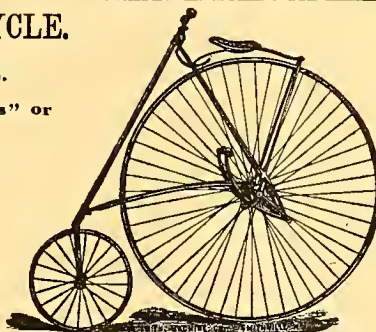
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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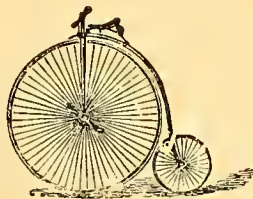
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"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., \$26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

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## WHEEL PERIODICALS.

**WHEELS** are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

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

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

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

**CYCLIST & WHEEL WORLD ANNUAL.**—Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Illiffe & 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.

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**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*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

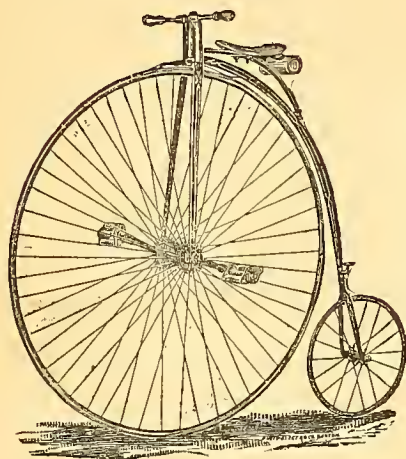
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Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

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The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.  
10s. Foreign.  
7 cents a copy.

BOSTON, 28 APRIL, 1882.

Volume IV.  
Number 25.

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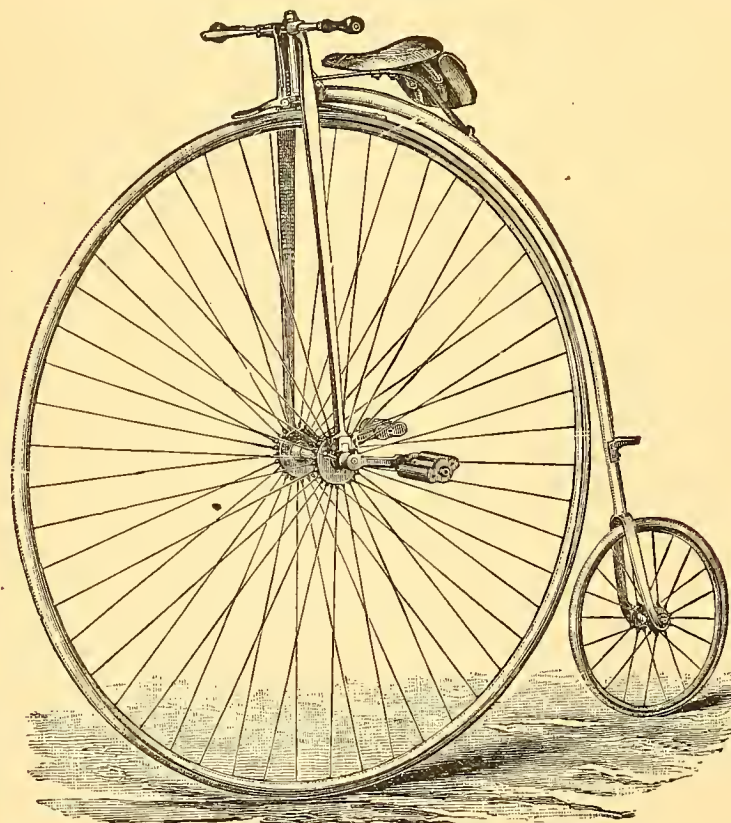
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