

# THE Bicycling World

The Official Organ of the League of American Wheelmen.

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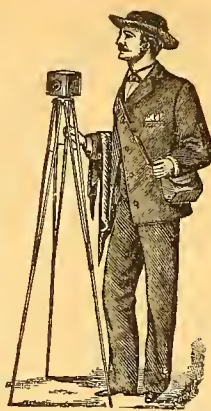
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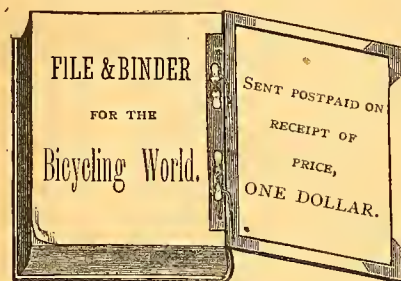
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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## NOTES, QUERIES, ETC.

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

### Answers to Correspondents.

G. R. W., Newton, Lower Falls, Mass. — It is not permitted a competitor in slow racing to balance to a stand-still nor zigzag unnecessarily. The movement must be continually forward, and in order to secure this a width limit is sometimes lined along the course.

J. H. EAGER, Box 103, Hamilton, Ont., proposes taking a trip to Boston from that place with another wheelman, and desires information in regard to the best roads and League hotels between the points and such other intelligence as may be of use to them. Any of our readers who may be able to enlighten them will confer a favor by doing so, either directly or through our columns.

R. S. K., Xenia, Ohio. — Get a copy of the BICYCLING WORLD of 30 June and study the racing rules published therein, and write to either of the committee for particular information, stating circumstances.

H. E. D., Springfield, Mass. — Address E. C. Hodges, 28 State street, Boston, chairman of the racing board, for information on that point, if racing rule 14 does not explain what you wish to know.

"V. RIM," Canton, Pa. — 1. We should think a good enamel would answer as well. The Overman Wheel Company of Hartford, Conn., will apply Harrington's process. 2. We think if the head of the saddle spring is screwed up closely there will be no rattling; at least we find it effective on our machine. 3. Users give conflicting opinions, but generally in its favor. We think the principle is good, and that inaccuracy in some cases may be caused by imperfect manufacture or putting together.

## PERSONAL

ROLLINSON will sail for England in a few days.

MR. J. S. PRINCE is employed at the bicycle rink in the Institute Fair building.

MR. S. DEXTER, of the Hermes Bicycle Club of Chicago, is summering in this vicinity, and hugely enjoys wheeling about the Boston suburbs.

BILLY BERNHARDT spent last week at the Great Brewster, near Boston Light, with his sisters and his cousins and his aunts, as *directeur de cuisine* — so to speak — for the camp.

WM. C. SCRIBNER of Washington was in Boston this week, and calling at our office entertained us with much interesting gossip about wheelmen and wheeling in the national capital.

FOURDRINIER of the Bostons has been vacating with his wheel about Cape Cod, recently, and alternated his riding intervals by flirting with the barefooted and tangle-haired damsels, who comb their locks with herring bones.

C. C. B. T. C., L. A. W., B. Bi. C., etc., C. F. W. Weston claims to have beaten Joe Dean's road record from South Canton to Boston just twenty minutes, — that is, Dean's time was 2h. 5m., while Weston's was 1h. 45m.

CAPTAIN E. C. DELEVAN, of the Staten Island Bicycle Club, has been visiting New England and sampling the roads about Boston and Portsmouth; at the latter place under the tutelage of Director Hazlett, who tried his mettle over ploughed fields before delighting his soul with sandpapered tracks. Mr. Delevan intends to return to New York on the bicycle.

MR. ALVIN M. LOTHROP, of the popular dry-goods house of Woodward & Lothrop, Washington, has been visiting his friends in this vicinity. He has been converted to practical bicycling since he established his business at the capital, although when a resident of our own city of Chelsea he had a yearning that way, Mr. Woodward, his associate, being already a wheelman.

MR. JOHN HARRINGTON of London recently arrived in this country by the "Britannia," and is at Hartford instructing the Overman Wheel Company in the process of his famous enamelling. We understand the Overman Company have purchased the right for America for this process, and will apply it not only to their own machines, but will also enamel old bicycles and tricycles.

MR. A. H. FORBUSH of Boston wheeled from that city to Grafton (40 miles) to breakfast 17 June. He started at daybreak and sat down to breakfast in Grafton at 8.45 A. M. He did more riding in that vicinity the same day, and the next (Sunday) started to return home, but at Hopkinton, got caught in the rain and waited for it to hold up; it continued, however, all the afternoon and night, and as he had to be in Boston the next morning, he arose early and rode the twenty-nine miles to Boston in the rain and mud, arriving about 7.30 A. M., just three hours and a quarter covering the distance.





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 JULY, 1882.

#### A WHEELMAN'S DRESS.

WE are glad to see a growing disposition on the part of the properly dressed bicyclers to shun the company and fellowship of those callow wheelmen who persist in riding in trowsers. Of course there are occasions, as when a man is bound on a short errand, or in the course of his business, when it is neither convenient nor worth while to change his costume; but when one deliberately starts out for a ride of pleasure or exercise, and *especially* on a Sunday, he should attire himself properly, and as neatly as possible. Dress, as it is neat or shabby, tells amazingly, either for or against bicycling. Moreover, the better a man is dressed, the more he will respect himself, as well as win the respect of others; and the consciousness of

appearing well will make him behave well. It is difficult for a well-dressed man to be impolite or discourteous, even when his nature without adornment is rude. Rudeness and impudence are often involuntarily exercised to conceal a consciousness of social inferiority, as well as of intellectual poverty. It has been sarcastically said that "dress makes the man," but it is certain that tasteful dress makes a man more manly. Nor are knee-breeches and stockings the only desideratum for proper bicycling costume. The upper garments, also, should be neat and appropriate. For full uniform, a coat and collar are needed as much as breeches and stockings; and although a neat-fitting and clean flannel shirt is sometimes well appearing, yet as a rule the coat is better, but it must not cover the shirt collar. And here it would seem as if the celluloid collar was invented especially for 'cyclers; for of course linen cannot resist the wilting action of perspiration, and the collar of the woollen shirt gets as quickly soiled and spotted with dust and sweat. To be well dressed when riding, a bicycler should wear well-made, neat-fitting breeches and short coat, the latter with cadet or small turned collar, buttoned to the throat, and a celluloid collar showing about half an inch above, and if the collar button is not covered by the coat, a small bow or pin should be worn. The coat, breeches, and stockings should all be of the same shade, which should be dark, or some quiet gray. If black or ordinary shoes are worn (and to our thinking these are the neatest), they should be nicely shined before starting out. Under cuffs are not necessary, but if worn they should be celluloid. Hat, cap, or helmet may be worn, but like the rest of the dress, they should be neat and stylish. A wheelman thus attired will always appear gentlemanly, and may wear his costume to church, to visit, or at an evening party, as appropriately as a military man his uniform.

#### 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.]

HARTFORD AMATEUR BI. CLUB. — The club hitherto known as the Nutmeg Bicycle Club held a meeting 1 July, and reorganized under the title of Hartford Amateur Bicycle Club. The officers of the old club were all re-elected.

ALBANY AND TROY BI. CLUBS. — GALA DAY, 4 JULY. — The citizens of Cobleskill, N. Y., having invited the bicycle clubs of Albany and Troy to attend and participate in the celebration of Independence Day in that town, the clubs accepted, and made preparations accordingly. The Trojans embarked on the steamer at 3:30 P. M. of 3 July, after a short street parade in their own city, and in about an hour reached Albany, and were cordially received by the Albany wheelmen and escorted to the train for Cobleskill, where all arrived in season for supper. They retired early to bed, and were up correspondingly early in the morning, and took a run before breakfast. The wheel was a novelty in Cobleskill, and created the usual sensation among the uninitiated natives. The parade took place about 10 A. M., and the procession comprised the fire companies, the Grand Army post, and the bicyclers. The latter turned out thirty-nine men; the Albany Bicycle Club, Capt. A. H. Scattergood, having twenty-two riders, and the Troy Bicycle Club, Capt. J. R. Torrance, having seventeen. The wheelmen were in fine form, and showed to splendid advantage, their brilliant wheels flashing in the sunlight, and the notes of the bugles seeming to awaken the spectators to hearty and enthusiastic applause; and the cheers and hand-clapping were redoubled at the excellence of some of their drill evolutions. It began to rain just before the parade was over, but the slight wetting did not seem to damp the spirits of the wheelmen, who managed to find ample amusement during the rest of the day at the hotel, and ended the festivities with a dance, and further entertained their entertainers by an exhibition on the hall floor of some trick and fancy riding. They returned home the same evening, leaving at 8:30 o'clock.

KANSAS BI. UNION. — On 4 July the wheelmen met at Topeka and formed an organization to be known as the Kansas Bicycle Union, with the following officers: President, H. W. Sharpe of Topeka; vice-president, W. B. Ennis of Topeka; secretary, E. W. Kinnan of Emporia; treasurer, C. L. Severy of Emporia. Wheels are few in this State, but we expect to swell the ranks by an organized effort in that direction.

"44"

CHICAGO BI. CLUB. — At a meeting of the Chicago Bicycle Club, held 12 July, T. S. Miller resigned his position as captain, his injured arm still incapacitating him for riding, and Sub-Captain Ed. F. Brown was elected to fill the vacancy.

STATEN ISLAND BI. CLUB. — A bicycle club was recently formed in Staten Island, N. Y., with the following organization: Captain, E. C. Delevan, Jr.; first lieutenant, Percy C. Winter; second lieutenant, Mr. Schriver; secretary and treasurer, W. Wyman. Regular runs are appointed for Saturday afternoons.



PEORIA BI. CLUB. — The Peoria Bicycle Club, of Peoria, Ill., was reorganized 12 June, with the following members: J. F. Coykendall, Charles F. Vail, S. S. Tripp, Fred. Patee, W. J. Rouse, H. G. Rouse, Harold Ross, F. H. Koetter, Burt Hardin, H. M. Goss, and J. E. Koch. The officers are C. F. Vail, president; W. J. Rouse, captain; H. G. Rouse, secretary and treasurer; Burt Hardin, sub-captain; Fred. Patee, color bearer. Regular club runs Thursday evening of each week. Our roads here are not the best in the world, though at times they are quite fair, but our runs are necessarily confined to the city. There are but few country roads in this vicinity that are fit for bicycling, but the club expect to take advantage of the first good weather for a Sunday run to Pekin, Ill., and return. The "big wheel" craze seems to have reached Peoria, as all the members are trying to dispose of their wheels, and get the very largest size they can use. Several new machines have been ordered, and the Expert Columbia seems so far to be the favorite. The largest wheel at present in our club is a 56-inch, but the owner is desirous of disposing of it, as he has aspirations toward a 60-inch. It is currently rumored that we are to have two additional members of our club in the near future, in the persons of two of our popular ministers. We think they will require all the patience of Job to wag their clerical legs over the streets of Peoria on a wheel without growling. We sincerely trust, however, if they do undertake the sport, that they may be abundantly successful, and derive much pleasure and benefit from it.

P. O'RIA.

PEORIA, ILL., 14 July, 1882.

ELEVEN members of the Lowell Bicycle Club, last week Wednesday, trained it to Salem, accompanied by their machines, and wheeled thence to Gloucester *via* Manchester-by-the-Sea, it being the first extended run since the club was formed. They wore their new uniform, comprising dark green patrol jackets, knickerbockers, and caps and bicycle shoes. Dinner in Gloucester was taken at the Pavilion Hotel, and the return to Salem in the afternoon occupied a little over three hours. Mr. L. L. Dodge, of the Thorndike Bicycle Club of Beverly, accompanied the party from the latter place to Manchester.

THE Kentucky Bicycle Club will give Charles H. Jenkins, the fifty-mile road champion, a complimentary benefit tomorrow, Saturday, 22 July.

## RACES

LAWRENCE, MASS., 4 JULY. — The first race of the Lawrence Bicycle Club was run on Independence Day, the course being around the Common four times, or nearly three miles, the circuit measuring seven tenths of a mile. About 10,

000 spectators were present, and were very enthusiastic. Six riders started, taking positions in the following order: Fred. Dyer, Emmons, Smith, Tacey, and Nat. Cogswell. Before the first lap was completed, Smith was thrown and cut his knee, but remounted and continued the race. At the completion of the lap Reed led by 150 feet, with Cogswell, Emmons, Tacey, Dyer, and Smith following in that order; but Emmons dropped out during the second lap, the rest keeping the same order until towards the end, when Smith took third position and Reed had lost 50 feet. On the third lap Reed's lead was reduced a trifle more, and Tacey withdrew. On the last lap Reed got a bad throw, but remounted and finished the race with one hand (the other arm being completely disabled) and secured third place. Smith then passed Cogswell, and crossed the line first in 11m 45s., Cogswell second in 11m 48s., Reed third. The prizes were: To first, a \$25 gold medal; to second, a \$15 gold medal; and to third, a pair of *Aeolus* ball pedals. The referee was Mr. Arthur Dyer, and judges were stationed at each turn. The race proved one of the best features of the day's celebration in Lawrence.

PHILADELPHIA, 4 JULY. — At Pastime Park, in connection with games under the management of Gormley, Dawson, and Ulrich, there was a one-mile professional bicycle race, which was won by Louise Armaindo, ten seconds start, W. J. Morgan second, and T. W. Eck third, the men starting at scratch. In a five-mile contest between the same competitors, Louise having one minute handicap, and Morgan and Eck from scratch, Morgan was first and Eck second, the lady breaking the handle of her bicycle before covering half the distance.

SELMA, IOWA, 4 JULY. — Two-mile and one-mile bicycle races were run here Independence Day, on a wet and heavy track, with time correspondingly slow. The former was won by G. Lowry in 13m 15s.; G. and J. Delaplain second and third, respectively. The one-mile was won by G. Delaplain in 4m 35s.; G. Lowry, 5m 33½s. G. Delaplain also won a 60-yards slow race in 1m 55s.

BALTIMORE, 8 JULY. — The fifty-mile bicycle road championship of the United States was run as announced, on 8 July, at Druid Hill Park, under the auspices of the "Badgeless Brotherhood," about 1,500 people being present. The course was around the lake, a mile and a half, level. The starters were Charles H. Jenkins of the Kentucky Bicycle Club of Louisville, E. E. Williams of Columbus, Ohio, and C. R. Evans, F. Fisher, S. H. Shriver, R. F. Foster, and H. Wilcox of Baltimore. The men all got away in good shape about seven o'clock A. M., and Foster soon got the lead, and kept increasing it for twenty-five miles, when he was more than five hundred yards in advance of Evans, Williams, and Jenkins, who were very

nearly together. Then Jenkins began to spurt, and at twenty-eight miles had overtaken Foster, whose arm, hurt at the Williamsburg races, began to trouble him so that after riding a few miles farther he withdrew, leaving the Louisville man to lead, with Williams second and Evans and Fisher not far behind. Wilcox and Shriver had dropped out before this, and at about the forty-second mile Evans also retired, completely used up. Jenkins complained of cramps, but pluckily held his course to the close, winning the race in 3h. 35m. 34½s.; Williams second in 4h. 8m. 27s.; Fisher third in 4h. 23m. 20s. Foster's time at twenty-five miles was 1 h. 43m. ½s. The officers were as follows: Judges, B. H. Haman, D. McK. Cooke, David Stewart; timers, W. C. Scribner, Dr. J. L. Turner, J. Ulman; referee, L. S. King. The prizes were gold medals to first and second, and silver medal to third.

CLEVELAND, OHIO, 11 JULY. — *Editor Bicycling World*: — The Cleveland Bicycle Club races which were postponed last fall were held on Tuesday, 11 July. At three o'clock in the afternoon, seventeen club members and six unattached riders started from 147 Ontario street for the track located on the grounds of Mr. J. B. Perkins, which was reached at 3.50 o'clock.

The mile race was at the head of the list, and promptly at four o'clock the men were started, there being seven entries. George Collister took the lead at the first quarter, and held it to the end, winning in 3.28½. A. S. Hathaway second, H. G. Biddle third, J. H. Collister fourth, J. D. Climo fifth, T. S. Beckwith sixth, Harry Glidden seventh. The prize was an elegant gold L. A. W. pin, the gift of Mr. J. H. Wade, Jr., the president of the club.

Next came the slow race of one hundred yards, in which there were eight starters, all of whom except A. S. Hathaway were dismounted, and he won in 2.25½. The prize for this race was an Acme bicycle stand. This was followed by the half-mile spurt, for a club badge. Six started. Hathaway and Biddle worked hard for the lead, but it was gained by the former on the last half, and held by him to the end; but he was pushed hard by Biddle, his wheel overlapping Hathaway's at the finish. Hathaway won in 1.38½.

After resting a few moments, preparations were made for the final event, — the half-mile hurdle race, which was contested by F. T. Sholes, F. W. Douglass, J. D. Pugh and Harry Glidden. Mr. Sholes took the lead and kept it until he reached the second hurdle (there being three hurdles), when in trying to vault into his saddle he fell; this allowed Pugh to win the prize, which was one year's subscription to the *BICYCLING WORLD*. Time, 2.21½, with Sholes second. A leather medal was presented to the last man; it was a gorgeous affair,



being about four inches in diameter, with the title "The Last of the Mohicans" printed across the centre.

A large number of spectators were present, including many of the fair sex, and the enthusiasm they displayed tended to encourage the riders. After the races the club rode to Rocky River (four miles), where they sat down to an elegant supper which Mr. J. H. Wade, Jr., very kindly provided. After the members had disposed of this and cleaned the table,—as only Cleveland bicyclers can,—they mounted their "bikes," and under the guidance of Capt. Sholes reached the city after dark. Before departing for their homes, all present voted that the club race meet had been a complete success, and felt that their most sanguine expectations had been fully realized. During the races a head wind prevailed on the last quarter, and after considering this and the amount of racing experience our members have had, we feel that we need not be ashamed of the time that was made.

#### STEERFORTH.

We frequently see in our exchanges credit given to R. S. Codman for the best quarter-mile time on record. Mr. Codman is not entitled to the record, and he does not claim it. In 1879 a quarter-mile race was run in heats at Chestnut Hill, in which R. S. Codman and G. Tappan Francis contested. The first heat was won by Francis in 38 $\frac{3}{4}$ ; the second heat was won by Codman in 38 $\frac{3}{4}$ , but the heat was not allowed on account of a false start. Codman won the other heats and took the race, but the record remains with Francis if any one. The course was, however, not one upon which a record can be allowed, for a good portion of it was down-hill. It is absurd to take the time as the best on record.

THE amateur championship races of the Bicycle Union were to be run on the 8th inst. at Ashton Lower Grounds, Birmingham, and comprise the following events: One-mile scratch, twenty-five miles, and one-mile open handicap. The winners in the two former were to receive each a gold medal, and any other competitor beating the following time standards should receive a silver medal: One mile, 2m. 51s.; twenty-five miles, 1h. 20m. To-morrow, the 22d, the five miles amateur championship will be run (time standard 15m. 10s.), and on the 29th the fifty-mile championship (time standard, 2h. 53m.) These races will occur at the Crystal Palace, Sydenham.

THE Boston *Courier* erroneously states that J. S. Prince won the ten-mile professional race at Druid Hill Park, Baltimore, 24 June, on an Expert Columbia. Mr. Prince rode a British Invincible on that occasion.

WE are informed that Prince's proposed race at Norwalk, Conn., on the trotting track of the Agricultural Society against a fast trotter, twenty miles even for a purse, which we announced

two weeks since, is to take place 6 August.

THE Massachusetts Bicycle Club has challenged the Boston Bicycle Club to a ten-mile inter-club race, a team of three from each club. The Boston Club will take action at its next meeting.

ROLLINSON says that when he is in better condition he will try conclusions once more with Prince on even terms. Meantime he goes to England, partly on a business trip, and expects to return in a few weeks and go into active training.

## 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.]

### Roads about Detroit.

*Editor Bicycling World:*—During the past week my brother and I have been testing the roads in and around Detroit; and have enjoyed ourselves greatly thereby. I wish to speak, in particular, of two runs we took out of Detroit to Orchard Lake, and to Mount Clemens, and hope that other riders who visit Detroit will try them, especially the former. Detroit to Orchard Lake:—

Jefferson avenue out Woodward, direct road, to Royal Oak. 12m.  
Cedar block to city limits, then gravel and plank to Royal Oak.  
Condition fair on the average.  
Royal Oak to Birmingham, 6m.  
Continue straight ahead from Royal Oak. Road is gravel and good.  
Birmingham to Pontiac. Continue straight ahead from Birmingham down long hill. Do not coast. Road is gravel and excellent. The road is hilly, but hills are small and easily mounted. Nice opportunities for coasting. Scenery from here to Orchard Lake is beautiful. Pontiac to Orchard Lake. Take second road to left after crossing small river bridge. The road turns to left slightly after leaving the corner. Road is fine gravel, surface undulating. Riding is "immense." Stop for dinner at hotel top of hill. Know hotel by the sign, "Groceries." 31 $\frac{1}{2}$ m.

On our return we made the distances above as follows:—

Orchard Lake to Pontiac, 5 $\frac{1}{2}$ m. 33 min.  
Pontiac to Birmingham, 8m. 47 min.  
Birmingham to Royal Oak, 6m. 40 min.  
Royal Oak to Detroit (Brady street), 10 $\frac{1}{2}$ m. 80 min.  
3m. 20 min.

The run to Mount Clemens I cannot give so definitely. Start at Woodward avenue out Jefferson. Block pavement to city limits, about three miles. Condition fair, then good gravel for about

seven miles. Remainder of road is natural soil. The bicyclist will have to walk perhaps about one mile of the whole route. This road follows the river and lake all the way, and gives a good view of the water. The distance is about twenty-seven miles. On the return, take the Utica road. The first seven miles is gravel, and rather rough on account of large stones. The balance of road to Detroit is plank, rather rough. Distance about twenty-one miles. We averaged on this run about seven miles per hour.

We have been thinking of taking a two-weeks' run through Michigan, Indiana, and Ohio. The route will probably be something like this: Toledo, Detroit, Flint, Saginaw, Lansing, Hillsdale, Coldwater, Fort Wayne, Lima, Sidney, Bellefontaine, Springfield, Dayton, Xenia, Columbus, Fremont, and Toledo. The distance would be about seven hundred miles. Should we take this trip, I will endeavor to give bicyclers, through the *WORLD*, the benefit of our experience.

CORN CITY.

TOLEDO, OHIO, 10 July, 1882.

### Transportation Charges.

*Editor Bicycling World:*—The question as to whether bicyclists riding on railroads shall pay extra fare for transportation of their wheels is soon to be settled as far as the Little Miami Railway is concerned. Heretofore the baggage men seemed to use their own discretion in the matter, making unjust discriminations. This treatment gave rise to the question as to whether they were authorized to collect anything at all or not. Complaint was made by a member of the Xenia Bicycle Club to Mr. Ralph Peters, the superintendent, and he writes that an investigation will be made of the whole thing. The matter is of special importance to the members of the Cincinnati, Columbus, Xenia, Dayton, and Springfield Clubs, as well as to many unattached wheelmen on the line of this road. W. INANS.

XENIA, OHIO, 11 July, 1882.

### Roads from Manchester.

*Editor Bicycling World:*—The Manchester Club has two consuls, by reason of one member being located twenty miles out of the city, but in a good section for riding. This is W. H. Chase of North Weare, an enthusiastic biker, and one of the best riders in this section. Secretary C. H. Wilkins is consul in Manchester. These two have been sampling the roads about here lately, and find most of them fair riding. Between here and North Weare, about one third, nearest this city, is "poor to bad," the rest being "fair to good." Distance, twenty-two miles. The Nashua road, west side, distance eighteen miles, is not as good, the Manchester end being the better. Others might be mentioned, but only one will be,—the Lawrence road. To Derry, fair to good; Derry to Salem, up-hill and sandy; Salem to Methuen, sand—and such sand! sand almost impossible to



push the machine through, and that in one and two mile stretches, with a mile or less of poor riding sandwiched in. There is a foot-path in places; but it is so cut up with deep ditches, a few rods apart, that pushing the bicycle is difficult. We cease to wonder why the Lawrence men don't visit us. At Lawrence some good streets were found; also one wheelman, but he was a club man, and did the correct thing. President Currier was five miles up the river, swung in a hammock, keeping cool, or trying to. (This was last Sunday, the 9th.)

The Hotel Brunswick needs to be advertised, that it may be avoided. It is not quite up to the Essex, at Salem—not quite! Our riders went there because the Essex County meet headquarters there. Well, dinner,—cold turkey, chicken, roast beef, lamb, with potatoes. Strawberries were in sight, and ordered. Ice cream was mentioned, and ordered. A bath was taken in the hotel tub. The bill read: Dinner, fifty cents; strawberries and ice cream, twenty-five cents; bath, twenty-five cents. Total, \$1.00 each. The “dinner” did include bread, butter, and pickles.... I like “J. Park Street’s” ideas about signs, but offer one suggestion,—that “fp” be used for foot-path. I think this will be approved by riders where the roads are like ours. We find that where they are in a chronic state of badness the pedestrians have usually made a good or rideable path at the side. But give us signs of some sort. SCRIBE.

MANCHESTER, N. H., 12 July, 1882.

#### What Has the League Accomplished?

*Editor Bicycling World:*—Of late days it has been my lamentable lot to hear many expressions of dissatisfaction towards the League. Such questions as: “What good has the League accomplished?” “Why should we be subject to League rules?” etc., coming from wheelmen of acknowledged intelligence, have awakened serious misgivings that the harboring of such thoughts may in time engender an open defiance of League authority, and outlaw the exponents of such doctrines among the bicycling fraternity. In the early days of my bicycling career, I confess to having viewed a membership in the L. A. W. as involving the outlay of a substance to secure an ideal; but upon serious reflection, its moral influence upon the sport alone converted me, and now I am a firm believer in its physical benefits as well. Those wheelmen who withhold their patronage from the League with the idea that its advantages are in the mere “name of the thing” will credit this article with at least the intention of removing erroneous impressions.

From the earliest days that history records the doings of mankind down to the present time, in every country, society, or organization there have been laws and rules to confine the actions of man within certain bounds. The necessity of statutory restriction is so obvious

that one need only fancy the horrors of a country without law to be convinced of the indispensability of legislation. It must also be admitted that the power which affixes such laws must be of the highest authority, in order to command respect and obedience. This, then, is the first and principal object of the League. To enact and enforce, by the fear of consequences, such a code of laws as shall best serve to advance the interests of the wheel, and those who partake of its pleasures.

Without the L. A. W., or some kindred power, the sport would soon degenerate into an army of professionals, and those who used the bicycle for pleasure would be indiscriminately classed with the profit-seekers; which would so lower the caste of our favorite sport as to prevent the better classes from participation therein. If it is desirable that this state of things should not exist, that the distinction between amateur and professional should be broadly defined, that the general character of bicycling as a pastime should be elevated to the highest standard of purity, then the League is clearly an absolute necessity. That these things are to be desired no one will deny, not even those nihilistic individuals who would destroy that which we have, without offering to substitute a better. So much for the moral influence of the L. A. W.; and now a few words touching its physical usefulness.

It is a deplorable fact that the League has not extended very substantial aid to its members; but what it lacks in this respect can only be accounted for by an extreme youth, and a comparatively small membership. Towards remedying this deficiency, an increased membership would go a long way; and with such improvements in the workings as time and experience will surely bring, the League would soon attain a power so mighty that evidence of its good work would be scattered broadcast throughout the land. VEDETTE.

LOUISVILLE, Ky., 12 July, 1882.

#### Comment on “Be Courteous.”

*Editor Bicycling World:*—In your excellent editorial article in the last issue of the WORLD, there were one or two points which some of your readers may have understood as referring to the Marblehead Club. I did not intend to give the impression that the two bicyclers who evaded the officer, and took that run along the beach at the Point of Pines, were members of the Marblehead Club. They were not. They were strangers, with whom we fell in at Revere Beach. But they did not take that method to gain a free entrance to the grounds. They probably would not have objected to paying had they cared to go in; but a spirit of mischief seized them on noticing the anxiety of the gatekeeper, who went outside the grounds several rods to collect our fares, so remarking that they guessed they would not have to pay for riding along the beach, the two

swung into their saddles and took a brief wheel on the sand. They did not, however, enter the grounds.

I agree with you that there are wheelmen who care naught for the rights of others on the highway, and who are utterly lacking in courtesy,—having, I regret to say, run across such persons many times; but so far as the Marblehead Club is concerned (and I have done considerable riding with the club), I shall be surprised to hear that its members have in a single instance been unmindful of the rights and privileges of others, or found wanting in proper politeness. GEESEE.

MARBLEHEAD, MASS., 14 July, 1882.

#### Prize Values.

*Editor Bicycling World:*—In your issue of 7 July, attention is called to the desirability of reducing the value of prizes in amateur races. It seems to me that there is only one way to accomplish it, and a very easy one at that. As all race meetings are to be held under the auspices of a League club, let our representatives and consuls come together, and set a maximum money value that shall be offered for five-mile and one-mile races, and so on; and no club to offer prizes worth more than those sums under a penalty. Clubs would not of course be obliged to offer prizes equal to the amount set. Thus a standard would be set, and amateur racing put on a firm footing; and the stronger clubs would not thrive at the expense of the weaker ones. Medals are going out of date, and prizes useful as well as ornamental should be given; the best that can be given for the sums set. The sums set should be fair, as bicyclers have heavy railroad fares to pay in general, and while honor is good to have, still a handsome and valuable prize is best in the long run; and a man earns all he gets, let the prizes be ever so good. By all means let us have a standard, and set it well up, and help raise the standing of bicycling racing. The Springfield Bicycle Club gave \$700 in prizes 4 July, and the racers earned them; it paid to give good prizes, and we are sure that nothing was lost by it. On the contrary, everybody gained by it: the public in seeing good racing; the bicyclers in coming together and striving for a valuable prize. Enthusiasm was awakened in the public mind, and bicycling got an impetus, so that where there was one bicycle 1 July, there will be two bicycles 1 September. Over 8,000 people witnessed the races 4th of July, and still cry for more. Give us a standard in time for fall races.

HENRY E. DUCKER.

SPRINGFIELD, MASS., 15 July, 1882.

#### “Prizes.”

*Editor Bicycling World:*—Considering your article of July on “Prizes” well put, I thought I would contribute to the following as *apropos*: “The Pythian games, dedicated to the Pythian Apollo, were specially confined to musical con-



tests, chiefly between citharoedes and auletes, in which the contending parties sang a festival hymn, accompanied on stringed instruments or flutes; and *although the prize was but a simple laurel wreath, the victor's praises were sounded throughout the whole of Greece.*"

"T is said that Grecian art has become a guiding principle in modern æsthetics; so the "æsthetic athlete," as the Chicago *Tribune* calls us, will not debase himself by following your suggestions. 1097.

PITTSBURG, PA., 17 July, 1882.

#### The "Montrealers" at Quebec.

*Editor Bicycling World:*—As promised, I now send you a full, true, and particular account of the visit of the Montreal Bicycle Club to the ancient city of Quebec. Punctually at 5.45 Friday afternoon, 30 June, the bugle sounded the "fall-in" at the club-house on Mansfield street; and a gallant array of twenty-one men, in reply to the signal, marshalled their wheels in line facing the headquarters. The whistle to "mount and ride in single file" soon followed; and headed by the captain, closely attended by the bugler and standard-bearer, the long line moved slowly down Mansfield across St. Catherine and Dorchester to Palace street, and down town by way of Rade-gonde and St. James streets; dismounting in front of the court house, and walking thence down the steep hill to the Quebec boat. The following is a complete list of the members who took part in the trip: H. S. Tibbs, captain; J. D. Miller, honorable secretary, treasurer, and bugler; J. Trotter, first lieutenant and standard-bearer; A. T. Lane, second lieutenant; G. M. Smith, third lieutenant; G. DeSola, fourth lieutenant; J. A. Muirhead, fifth lieutenant; R. Campbell, J. Robertson, W. Starke, C. Delmege, C. A. Merrill, J. Cassils, Jonathan Low, W. C. Bessey, M. B. Davis, G. R. Starke, W. Goldstein, F. Macculloch, W. G. Ross, and H. Shaw.

As soon as possible after getting on board, we stowed our machines away in the best corners we could find. Jangling Johnnie, and one or two others looking carefully after number one, and tipping some of the hands to stow their wheels away in their private cabins. Shortly after this, Hungry Tommy began to show symptoms of his perennial complaint; and nothing would satisfy his fears for the future well-being of his inner man but the purchase of a baker's dozen of supper tickets. This done, peace reigned for a while, during which we skimmed rapidly down St. Mary's current past Hochelaga on the left, and Longueuil on the right hand; then followed Longue Points, and then the supper bell. Our bugler, who had been practising carefully for about a week here, treated us to "hot potatoes, hot potatoes, pick 'em up;" etc. and down we rushed to the dining saloon, and commenced the first of a series of meals which would not have disgraced the swallowing capacities of giants. We were unfortunately unable

to get near the piano, as a team of very festive cricketers, bound for Three Rivers to play a match with the Trifluvian Club on the morrow, monopolized it during the whole evening, to the great disgust of our musicianer, who privately remarked to me that he guessed he could discount that performance anyhow. Shortly after passing Sorel we turned in to our state-rooms, and were soon wrapped in the arms of Morpheus, except one or two unfortunates for whom our genial and painstaking secretary had carefully secured berths over the paddle-wheel. We woke early enough in the morning to find, in place of the sultry weather Vennor had promised, a beastly raw-looking day, with a fresh wind blowing, and every appearance of rain.

We reached the wharf about nine o'clock, after knocking about between Levis and Quebec for nearly an hour and a half (presumably to force us down to breakfast; which underhand game we euchred by taking in an extra reef in our belts), and were met by Capt. Campbell and a detachment of the Quebec Club, who escorted us to their wheel-quarters at the skating rink, where we housed our bikes, and hastened back to the St. Louis Hotel and our breakfast.

It was matter for serious regret that Bunthorne did not accompany us, to diversify the crowd. As it was there was verily a company of mashers. Jumbo and Maitland made many conquests at first sight; so did bewitching-eyes Grosvenor and Jimula. After twenty-one breakfasts had been despatched, each of which would have done credit to Hungry Tommy himself, the bugler sounded the fall in, and we departed in quest of our machines at the rink. Just as the last man mounted, the first drop of rain fell, and gradually it began to pour. We stuck to our programme as long as possible, which was to commence with a parade and drill on Dufferin Terrace; and, after carrying out some of the simpler movements to the satisfaction of the crowd of some three or four thousand people assembled, we had to abandon the terrace for the cover of the rink, where, after mopping down our wheels, we continued our evolutions until our clothes dried on us. In the afternoon, as it continued to pour with rain, we had more drill, and the Quebec Club turned out for drill also in the rink.

In the evening the Montrealers were entertained at dinner at the St. Louis by the Quebec Club, and a very pleasant evening was spent. The usual toasts were honored, including the Queen, Governor General and Princess Louise, Montreal Club and officers, Quebec ditto, the L. A. W., and the ladies. Unexpected talent in the singing line was developed, especially from the larynx of "Hungry Tommy," who electrified his audience and himself by rendering "The Mer-man" in very good style. The meeting broke up about 10.30, and sought their "virtuous downies," while others went up to the rink in calashes, to

see the completion of a sixteen hours' go-as-you-please (four nights) or, as the French programme rendered it, "Allez-comme-il-vous-plaira," in which Jesse Morahan of Montreal, a pedestrienne of renown, was competing. White Eagle, a Caughnawaga Indian, won, with 124 miles to his credit,—not bad for a man forty-five years old. Next morning we were pleased to find that it still rained as hard as ever; and about sixteen of us attended the morning service in the cathedral, and heard Bishop Cox of Western New York preach a very eloquent sermon. One of his remarks was as follows: "What kind of a soldier is he who despises his livery?" As "Jumbo" was ashamed to be seen at church in his uniform, and donned a suit of mufti, this must have struck home. Our captain and hon-secretary-and-treasurer-and-bugler (ahem!) were entertained to dinner at the residence of Capt. Campbell's father, and were most handsomely treated. Our second, third, and fifth lieutenants were equally well taken care of by Mr. Herbert Judge, the Quebec's scratch-tary. Our first and fourth luffs were visiting friends.

It still rained; and some half dozen fellows got disgusted, and returned by rail to Montreal. The balance remained true to their posts, however, and were rewarded by their first glimpse of Quebec sun on waking Monday morning. During the forenoon we visited the Montmorenci Falls, some nine miles from the hotel, and descended the three hundred and sixty-seven stairs to the foot, getting drenched with spray for our pains. Several of us left our initials cut in the stair rails as a memento of our visit; and close to one of the refugees may be seen a rude (very) copy of our club badge, and a little higher up the badge of the N. A. A. A.

On returning to the St. Louis we lunched, and then assembled on Dufferin Terrace, and completed our interrupted exhibition of drill; leaving there at 4.30 for the Montreal boat, escorted by several members of the Quebec Bicycle Club, with whom we exchanged a rousing cheer as the boat commenced to move; and I think I may safely say that in spite of the unfavorable weather, not one of that party regretted the trip. On board the boat, after doing justice to supper in our usual style, we got possession of the piano, and indulged in songs and chorus to our hearts' content, and that of the other passengers, who repeatedly applauded our efforts; and when we were tired of that, we had some foot drill on the forward deck, and when that got monotonous, we had reading aloud, and subsequently bed, reaching the club house about 7.30 on the morning of the "Glorious Fourth." KANUCK.

HILL climbing by both bicycles and tricycles still continues to be the highest aim of competitive wheelmen in old England. Hills will soon be among the 'cyclic bugbears of the past.



## CURRENTS CALAMO

THE Quincy Bicycle Club rode to Dedham to dinner, Sunday. Quincy contains two clubs and more than sixty riders.

THE Marbleheaders made a wheel trip to Manchester, Mass., Sunday. The club has arranged for regular Wednesday evening runs during the summer.

WE understand that the fair students at Wellesley College are interested in tricycling, a Salvo being already in use and a Coventry Convertible ordered.

THE early part of this week has been remarkably pleasant and comfortable for so near the dog-days in this section, and the wheelmen have taken full advantage of it.

THE staid members of the Citizens' Club of Gotham occasionally get frisky and go on a rampage. Several of them went on an all-day run to Nyack-on-the-Hudson and return one day last week.

LINCOLN PARK has been opened to Chicago wheelmen probationally for thirty days, and there is practically no restriction against them to-day in that city. Last year at this time they only had the streets.

WE are glad to see the Manchester (N. H.) consuls making their office of practical value, and we know all wheelmen will appreciate the brief and yet clear and complete description of the roads converging on their city. They were projecting a visit to Director Hazlett in Portsmouth last Saturday.

THE Kankakee riders really enjoy occasional tumbles from their machines. Four of them, according to the *Gazette*, recently made a run (?) to Mokence, a short distance out, in the rain, and had so much fun on the wet and slippery road for about two hours that they were intending to take advantage of the next rainy weather to try it again.

AT a recent meeting of the committee of the park commissioners of Philadelphia, statements as to the number of visitors to the park for the month ending June 30 were presented, as follows: One-horse vehicles, 59,939; two-horse, 34,940; four-horse, 42; bicycles, 1,968; equestrians, 5,453; pedestrians, 498,025, which is a pretty good showing for the wheel.

WE have received from A. E. Swartout a copy of the by-laws, rules, and regulations of the Auburn Bicycle Club of Auburn, N. Y. We perceive the members recognize the possibility of equilibrial uncertainties by inserting a clause in relation to runs to provide for securing hotel or *hospital* accommodations, and also a suggestion for a skilful surgeon and aids to follow long excursions in an ambulance wagon to pick up the "leavings."

GOOD weather and good roads have kept wheelmen on continuous "runs" in the

Boston suburbs, this summer. They swarm the highways, singly, by couples, and by squads of from three to a dozen. The usual South Canton trip was made by several of the Bostons, Sunday, and a number of the Chelseas wheeled to Hingham on an assigned run, while the uniforms of Massachusetts, Roxbury, Malden, Crescent, Marblehead, Newton, and other clubs seemed ubiquitous, so frequently were they met, and in such widely separated sections; and the unattached riders in nondescript attire were more numerous still.

## TRICYCLING

THE TRICYCLIST. — Lacy Hillier's new "sociable" journal has been received, and like its two-wheeled contemporary, the *Cyclist*, is admirably "made up" and printed. Like all new papers, also, the contents of the first number are largely introductory in character, but are nevertheless interesting and instructive. Mr. Hillier's leader is principally devoted to a review of the comparative growth of bicycling and tricycling, and predicts, as the *BICYCLING WORLD* has predicted, that the latter will in time surpass bicycling in the number of its devotees. It then proceeds to state the platform and policy of the journal, and says: "Whilst leaning towards conservatism as regards established institutions, we shall not hesitate to attack mismanagement or impotency of action, when they are displayed either by individuals or governing bodies. Whilst representing most fully and energetically the interests of tricycling, we shall not attempt to foist them on the public as of paramount importance. Tricyclists form an important section of the wheel world, but still they are only a section; and situated as the wheel now is, unity amongst all its votaries is imperative." For the rest, the paper is newsy, and its various departments are arranged with taste, and filled with attractive and pertinent matter. We acknowledge the compliment to the *BICYCLING WORLD* in heading its department of "shorts" "Currents Calamo." Finally, we welcome this agreeable accession to periodical wheel literature, and wish it all the success it certainly deserves, and which we feel it is bound to achieve.

- "OLD FILE," in the *Tricycling Journal*, says: "Contemporaneously with the announcement of the Derby-to-Holyhead ride comes the news that the record for a day's journey on a sociable has been raised to 120 miles. This is all very well, but these sociable records might not stand if both the riders are men. The great point of sociables lies in their peculiar value for riders of opposite sexes to journey together, and for two men to go about on a double tricycle is as absurd as for two men to dance together at a ball. Mr. and Mrs. Williams's ride of 102½ miles in the day must therefore be looked upon as the genuine sociable record."

THE proposed "Cyclists' Battalion" begins to take form — in theory — and causes much discussion in English-wheel papers.

AND now "Jarge," Lacy Hillier, has been hill-climbing with Miss Jessie Choice, the young lady who helped "Faed" to drive a "Cheylesmore" sociable up the Reigate and Muswell inclines, the Hillier-Choice feat being the conquest of Crystal Palace Road Hill on a Club.

JULIUS WILCOX writes us that he has just received his "Coventry Rotary Convertible," and is much pleased after a limited trial of its capabilities. He mentions several little points of detail in which the manufacture is defective and crude, as is generally the case with imported machines, both bi. and tricyclic, and which English makers should strive to remedy. Circumstances have hitherto prevented us from testing ours (same make) sufficiently to enable us to express a full opinion of its merits and demerits.

WE regret to learn that Mr. E. F. Bixby, the tricycling conqueror of Corey Hill, met with a severe accident one day last week, while riding on Columbus avenue, Boston. In trying to avoid a scared horse and dodge two street cars at the same moment, he ran so violently against the sidewalk that he was thrown out, sustaining severe bruises, besides sprains to wrist and knee. The horses, whose foolish fright caused the mishap, were standing unattended and untied, and the owner, acknowledging himself to blame, wanted to pay damages.

THE Alpha Tricycle Club, of Newton, Mass., was formed 11 July, with eight members, several of whom are ladies, on its roll. Among the members are Mr. J. W. Carter of Carter, Dinsmore & Co., Boston, who rides a National, and has ordered a Humber also; Mr. James R. Carter, of Carter, Rice & Co., Boston, who has a National; Melvil Dui, Esq., secretary of the American Library Association, who rides a Salvo; and Mr. Charles L. Clark, one of the racing men of the Boston Bicycle Club, who will probably ride a Devon. The interest in tricycling is very large and rapidly growing in Newton and vicinity; and Waltham, which has been looked upon as the particular field of the three-wheeler, will have to stand aside very soon. The ladies are as enthusiastic as the gentlemen, and many of them use the wheel. The Messrs. Carter will have a Club Sociable as soon as it can be procured from England.

WE received through Vice-President Parsons a declination on the part of Director Fred T. Sholes of Cleveland, Ohio, to be considered a candidate for chief consul of his State; but it was too late for insertion in last week's issue, which had already gone to press. We shall regret if Mr. Sholes's business engagements must deprive the League of so excellent and efficient an officer, and trust that if elected he will consent to serve.



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

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

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

The "LEAGUE HAND-BOOK," containing list of members, directors, consults, 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.

MARBLEHEAD BI. CLUB.—Additional: L. A. Peabody and Wm. G. Pray, — both of Marblehead, Mass.

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CORRECTIONS.—"Robert R. McCormick, Edinburg, Pa.," published 30 June, should be Robert K. McCormick, Edinburg, Pa. (Knox P. O.). "Frank P. Brown," of Cleveland Bicycle Club, published 7 July, should be Frank B. Brown. Also in the Cleveland Bicycle Club list of same date, "Herbert Biddle" should be Herbert G. Biddle, "J. D. Perch" should be J. D. Pugh, and "Allan Hathaway" should be Allan A. Hathaway.

## To the Amateur Bicyclers of America.

YOUR attention is respectfully called to the League of American Wheelmen, formed at Newport, R. I., 31 May, 1880, as an organization deserving your encouragement and co-operation; and whether club members or unattached riders, you are cordially invited to present your names for membership. The advantages of a union of bicyclers throughout the country for the mutual benefit of all seems so obvious as scarcely to need mention. The badge of the League will insure a cordial welcome from some genial wheelmen in almost every city or town in America, — or in the world; it will give the wearer full fellowship with a large and widely scattered body of thorough gentlemen; it will inspire respect in over-zealous officials, or overbearing drivers, from the knowledge that its bearer will be backed up by a large and influential organization in enforcing his rights. The best legal knowledge will be at the command of any member whose rights are threatened. Tours and excursions can be intelligently planned on information which will be at the command of every member, through consults all over the country. United action will result in favorable regulations as to bicycling in cities and towns, as to transportation of machines by railroads, as to the proper management of races, etc. The League is the recognized authority in the country in regard to bicycle races, and infringements of its rules will entail a heavy penalty upon any wheelman who desires to rank as a racing man. In short, there is not a bicyclist in America who will not be benefited ten times the cost of membership by the action or influence of this powerful combination. Can there be one who is not desirous of sharing in its expense and influence by adding to its membership his name?

The following extract from the cordial address of the Bicycle Touring Club of England — through its secretary, Mr. W. D. Welford — to the League, admirably suggests the benefits of such societies: "Genial companionship, easy intercommunication, mutual protection and defence, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels and moderate charges, — these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in promoting the success and increasing the popularity of cycling."

The League now has upward of 2,500 members, a full code of rules, and well-perfected plans of action and usefulness, and it asks the wheelmen of the country to unite to make it still more powerful and effective. Any inquiries will be cheerfully answered by

KINGMAN N. PUTNAM,  
Cor. Sec. L. A. W.  
54 Wall street, New York.

## Through the White Mountains on the Wheel. II.

WE dined at the hotel, — the Prospect House, — and were served with a prime dinner for the reasonable sum of \$1.00. Terms per day, \$4.00. If the time is September, the visitor will do well to try the delicious mountain cranberries which abound on the summit. The descent will be found almost as laborious as the ascent, though made in much less time. We were three and a half hours in going

up, and two and a half coming down. This is sharp work; it would be better to take a whole day for this visit.

Regaining our machines we continued past the school-house on the Notch road to Benton, finding one quarter of a mile good riding; four miles up hill with the road degenerating into a cart-path, through dense woods with the mountains closing in on each side until daylight was almost excluded; three miles of jungle of grasses three or four feet high, through which the machines were pushed with difficulty; and finally, after six miles of this wilderness, three miles of hard road and riding again. Let no one ever again take a bicycle within five miles of Benton Notch. Arriving in Benton, we found ourselves inquiring for the village, right in the midst of it. These country villages look much alike on the map, Benton appearing as large as Warren or Bethlehem, though it consists of a few scattered farm-houses only, receiving their mail twice per week. Distances as measured on the map can be depended on, but not so the size of villages. We spent the night at W. W. Eastman's farm-house, Wicher's Hollow, and can heartily recommend his bed and board to the tourist. The next morning we went to Franconia by the direct road through Easton, leaving the village about three quarters of a mile on the left.

## BENTON P. O.

1. Short, sharp hill, then level; hard surface; good riding; no dismounts; fine views of Moosilauke.

1½. Bridge over Davis Brook. See basins at right side.

2. Slightly soft; loam; mostly down grade; can be ridden without dismount; sharp turn to left and cross the wild Ammonoosuc river.

3. Sand three inches deep; level; hard riding; frequent dismounts necessary; road follows bank of river, affording pretty scenery; sharp turn to left.

4, 5, 6. Changing from sand to sandy loam. Undulating; no sharp hills; three or four dismounts necessary; easily ridden three fourths of the way.

7, 8. From sandy to clayey tendency; occasional patches of sand; more hilly; riding same as 4, 5, and 6.

9, 10. Surface grows harder and smoother; general down grades; road widens out and gives better side paths; easily ridden without dismount.

11, 12, 13. Surface improves all the way; road a little loose in centre, but rideable anywhere; good hard clay, side paths all the way; gently descending grade or level; no dismounts.

## FRANCONIA.

Three quarters of this thirteen miles may be ridden by an indifferent rider, and almost the whole of it by a strong, experienced one. The last half of this road skirts the base of the Franconia range, affording fine views of its principal summits. At about the eighth mile look out for a guide-board showing the way to Bridal Veil Falls and the new flume,



both of which are said to be worth the necessary effort to see them. Reasonable accommodations can be had of Alvin Grimes, whose boarding house will be found at about the tenth mile.

Franconia street is decidedly sandy towards the east, but west it grows harder. In the village a half-mile of second class Boston riding may be had on the sidewalk. In the afternoon we went to the Profile House and down the Franconia Notch to the Flume House, taking a look at the Profile, Echo Lake, Eagle cliffs, basin, pool, and flume, returning to Franconia for the night.

1. One quarter of a mile sidewalk, then sandy, two to three inches deep. Level. Hard riding, but can be ploughed through by hard pulling.

2, 3. Loose, stony surface; very little sand; all up grade; steep in places; easily rideable as to surface, but very hard as to grade; most riders would walk three quarters of it.

4. Harder; sand changing to clay or gravel; steep up grades in places; about one half easily rideable.

4½. Summit; road grows harder; level.

5. Good gravel road; gentle down grades; riding excellent.

5½. First-class gravel road; gentle grades; regular Boston riding.

#### PROFILE HOUSE.

In front of this house is a smooth, level area large enough for a L. A. W. meet and parade.

½. Same fine gravel road; level or gentle down grades.

1. Soil, a heavy black loam; steeper up and down grades; badly rutted by heavy stage traffic; frequent dismounts necessary.

2, 3, 4. Much the same as 1; heavy rutted surface; short up and down grades; tedious and hard riding; was quite damp; might be better if dry.

5. Surface less heavy; drier, a little loose; easy grades; might be ridden without dismount.

#### FLUME HOUSE.

An occasional hard stretch of side path, and the mile and a half of splendid gravel, together with the wonderful natural curiosities to be seen, redeem this ten and one half miles from being a severe ride. Probably the average rider would walk and one third of this going, and one quarter returning, yet the attractions of this region are so great that ten times the effort would be more than repaid. At least a whole day should be given to this trip, and as many more as the tourist can spare may be profitably spent here. Returning to Franconia, we spent the night at the Mountain View House, which was satisfactory in quality and price. From Franconia to Bethlehem there are two roads, the most easterly being our choice, though from descriptions given there was little to choose between them.

#### FRANCONIA.

½. Turn to left from Franconia street. Very steep hill one quarter mile, with

sand four to ten inches deep from ditch to ditch.

1, 2. Loose, slightly sandy in middle of road; level; easily rideable at sides; one or two dismounts necessary.

3. Stretches of deep sand; level, then up grade; little or no riding.

4. Fairly hard surface; no sand; mostly up grade; occasional stretches of fair riding; frequent dismounts.

5. Good hard surface; long, steep up grade, then one quarter of a mile down to village; up-hill too steep to ride, and down-hill dangerous on account of steepness, looseness, and stones.

#### BETHLEHEM.

There is nearly as much walking as riding in this five miles, but the tourist will solace himself with the magnificent distant views of the mountain monarchs. The streets of Bethlehem will afford a mile or two of fair riding. From Bethlehem to Bethlehem Station the road is a gentle descent of three miles, the surface being hard enough to afford fair riding, except in the vicinity of the station, where it is soft and sandy enough to make riding up-hill impossible. From Bethlehem Station to the Fabyan House, ten miles, the road is a sandy loam, softening up to two or three inches deep in places, and hard enough in others to afford fair riding. It is undulatory, with a general up grade, but no very steep hills. The road is very narrow in places, and little side-path riding is to be had. Near the Fabyan House, and between it and the Crawford House, is a stretch of unrideable soft sand of about five miles.

The sandy district in the vicinity of the Fabyan House is entered soon after leaving the Twin Mountain House, and from here to Crawford's, nine tenths of the way, about six miles, must be walked. In the immediate vicinity of the latter house there is about one mile of level gravel road, hard and generally smooth.

#### CRAWFORD HOUSE.

½. Hard gravel; level; to gate of the Notch.

1½. Very rough. A series of short, sharp down grades following in rapid succession, covered with loose stones and bristling with outcropping ledges; exceedingly dangerous; should be approached with caution, as the first hill is met suddenly and unexpectedly.

3, 4, 5. Clayey loam, generally hard; level or undulating, the heaviest grades being down the Notch; easy and fair riding with perhaps two dismounts in a mile; the road being mostly through forest, the views are limited.

6, 7, 8. Loam becomes gravelly in tendency; harder; better riding except about the eighth mile, where the up grades are heavier, causing more dismounts; fine back views.

9, 10, 11. Alternate loam and gravel, softening in places so as to afford only rut riding; generally down grade; two or three dismounts necessary; last half-mile grows sandy.

12. Sandy; level; one half unrideable.

13. Hard sand; level; easy riding all the way in ruts or at side of road on turf; road widens out so as to afford side paths.

#### UPPER BARTLETT.

We dined at the Bartlett House, finding Frank George a most exemplary landlord, into whose hands the tourist will do well to fall. This is the only chance for dinner or lodging between here and the Crawford House.

1½. Level, and easy riding on turf and side paths; no dismounts.

3, 6. Grows sandy; level, then slight hills gradually increasing in steepness; fair riding, growing poor and difficult.

7, 8½. More sandy and hilly; hard riding; half a dozen dismounts necessary.

#### GLEN STATION.

2½. A well-made, wide road, fairly hard surface with occasional loose patches; gentle up grade; easily ridden without dismount; one short, sharp hill just beyond covered bridge.

#### JACKSON.

From the Crawford House to this place is probably the best consecutive twenty-four miles' riding to be had in the mountain region. With the exception of the mile of sand where the road crosses Sawyer's River, and the sandy stretch between Upper Bartlett and Glen Station, the road is a hard loam which would be heavy in wet weather, and rarely get dry enough to be loose, on account of the shade of trees with which the road is lined much of the way. It is better than the average country road in Massachusetts. An indifferent rider would find it enjoyable, while a skilful one might pronounce it good riding. The views from this road, though limited by the forest, are grand and striking in the extreme, especially the first five miles from the Crawford House. A reasonable amount of space will not suffice for a description of the incidents and accidents that befell us, every hour bringing events of great interest, so I will confine myself to such facts as may seem to be of value to the future tourist.

HON. I. KEITH FALCONER, the famous long-distance English amateur bicyclist, recently covered 994 miles of highway in 12 days 23½ hours, from Land's End to John O'Groats.

THE American branch of the Bicycle Touring Club seems to be receiving quite a "boom,"—eighteen applications last month, and most of them representative bicyclists. Why is this?

MR. FRANK W. WESTON has been delegated to represent the Boston Bicycle Club at the annual meet of the Bicycle Touring Club at Harrogate, England, on 7 August. Mr. Weston sails in the "Samaria" from Boston, to-morrow (Saturday), and we trust a goodly number of his friends will be at the wharf to wish him *bon voyage*.



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

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**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.

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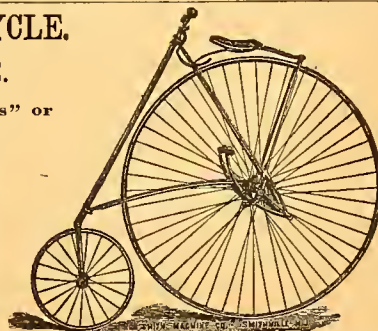
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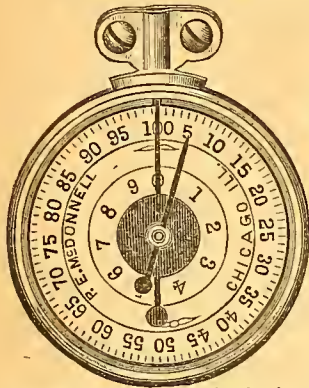
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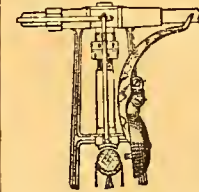
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