

# THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.  
7 cents a copy.

BOSTON, 14 OCTOBER, 1881.

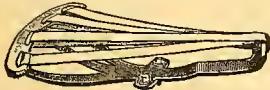
Volume III.  
Number 23.

[VOL. III. CONTENTS. No 23.]

An Idle Idyl.—Currente Calamo.—Personal.—Notes, Queries, etc.—French Notes . . . . .	270
Editorial.—The League Race Meeting . . . . .	271
Wheel Club Doings.—Races . . . . .	271
The Professional Championship . . . . .	274
The New L. A. W. Badge . . . . .	274
Correspondence . . . . .	275
L. A. W.—Applications and Quarterly Meeting,	278

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

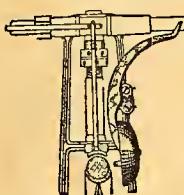
Price, \$4.00. Nickel Plated, \$5.25

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-hell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 1. *Columbias* of 1879. No. 1. *Standard Columbias* of 1880. No. 2. *Harvards* (*Grip lever brake*). No. 3. *Harvards* (*Thumb brake*). No. 4. *Special Columbias*. No. 5. *Ordinary Columbias*.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

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

FOR SALE.

56-IN. XTRAORDINARY CHALLENGE.

Ball bearings to both wheels. All plated except rims. Cradle spring, handy tool bag, wrenches, extra spokes, pedal pins, caps, lubricators, etc.

Reason for selling machine: too large—must ride smaller machine. Address

A. F. F., Box 75, Dedham, Mass.

FOR SALE.—A 48-inch full-nickelled "Harvard" roadster, with complete attachments. Almost new. Price (crated free), \$120.00. For further particulars, address D, Box 606, Nashua, N. H.

HARVARD 48-INCH. Latest pattern; in perfect order; painted in two colors; good as new. Must be sold. No reasonable offer refused.

L. H. JOHNSON,

Orange, N. J.

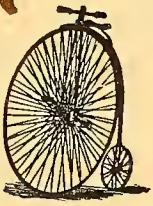
FOR SALE, Cheap, a lot of second-hand Bicycles, as good as new. It will pay you to send stamp to GUMP BROS., Dayton, Ohio, for list. State size you want.

OUR SUPPLY OF THE  
"BICYCLISTS' INDISPENSABLE HAND-BOOK"

is exhausted, and we are daily expecting a second invoice. As soon as received orders now pending will be filled.

E. C. HODGES & CO.

200 per cent Saved by Buying your  
Bicycles from England.

The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.

The Yorkshire Bicycle, the Workman's Friend, is a 48 in. and 50 in., \$25.00; 52 in., \$27.50 up to 60 in.

The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., \$40.00, rising 75c. per in.

The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., \$55.00, rising \$1.55 per in.

Lists post free. AGENTS WANTED.

BURNETT & FARRAR,  
Yorkshire Bicycle Works - Leeds, England.

WE MAKE  
SPORTING GOODS  
A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,  
BICYCLING, FOOT-BALL, BASE-BALL,  
LAWN TENNIS and GYMNASIUM  
SUITS, ETC.

G. W. SIMMONS & SON,  
OAK HALL,

BOSTON - - - MASS.

PHOTOGRAPHS

OF THE

WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, \$2.50, \$2.00, \$1.00. Address,

E. C. HODGES & CO., 40 WATER ST.,  
BOSTON, MASS

COLUMBIA, HARVARD,  
AND  
YALE BICYCLES  
SOLD ON  
INSTALMENTS  
ON EASY TERMS  
anywhere in New England.  
Purchasers Taught to Ride.  
Call and examine, or send 3-cent stamp for Illustrated Catalogue and Terms.  
W. H. HERVEY & CO.,  
5-UNION STREET-5  
BOSTON.  
Furniture and Carpet Warehouse.

**An Idle Idyl.**

A NICE young man who was no "swide,"  
Although his name was Snyder,  
Says, "I will buy a wheel, for I'd  
So like to be a rider."

Though soon he learned to ride so well,  
With "headers" ne'er did pillow  
His head in dirt, or ever fell;  
They called him a good fellow.

When coasting hills he'd never heed  
The chances he was taking,  
Yet with his brake oft broke his speed,  
And saved his neck from breaking.

He'd lots of grit with which he bore  
Pain from sand in his sandals,  
Or from his hands, calloused and sore  
By carelessly handling the handles.

When told he'd no more wheel his wheel,  
No more the pedals pedal,  
He cried in grief, "How sad I'll feel!  
Can I not feel the saddle?"

His tire in the sands of life  
Slipped badly, and he tired;  
And from this tiresome world of strife  
He saw he'd quick be fired.

When entering on the long down grade,  
With brake held loosely in his hand,  
He saw the coast was clear, and made  
A coast into the unknown land.

F. W. B.

**CURRENT CALAMO**

**FRYE** cooked the New Yorkers' fish  
last week.

"WHEN shall we three meet again?"  
To-morrow afternoon, at Beacon Park.

**BICYCLING LOUISVILLIANS** are so effeminate and fond of taffy that they baste their saddles with it.

**BOSTON** is elated at bringing away  
three of the League medals, and one of  
them the championship.

**QUERY.** — If Winter had not disconcerted us, would it have been such a glorious summer for Smith?

**LAFON'S** "Yale Invincible" is one of  
those "trifles light as air," and the heavy  
weights proved too much for it.

We thought it could n't be a bicycle  
that Sister Johnson rides, and now the  
*Herald* gracefully retracts, and allows her  
another wheel.

**CHORUS** by Woodside, Johnson, and  
Lafon:

'T is a lesson you should heed;  
If at first you don't succeed,  
Frye, Frye, Frye, again.

**THE L. A. W.** has done a wise thing  
in electing so genial and well-informed a  
gentleman and experienced bicycler as  
its director for England.

A NUMBER of the Crescents and  
Massachusetts men were at Beacon Park  
Saturday afternoon, the latter trying men  
for their three-ply team against the Bos-  
ton to-morrow.

AT the Barnet Meet, held 24 September,  
there were forty-five clubs repre-  
sented, comprising three hundred and  
twenty-five men, besides fifty-one unat-  
tached riders and thirteen tricyclists,  
making a total of three hundred and  
eighty-nine wheelmen.

THE League races and business meet-  
ing, reports, and accounts of other current  
matters occupy so much of our space

this week, notwithstanding we give four additional pages, that many interesting communications and papers, already in hand, are necessarily laid over for future publication.

HALF A DOZEN Chelsea bicyclers rode to Marblehead last Sunday, taking dinner at the American House, and speak in high terms of J. W. Kimball, the proprietor, and Geo. F. Young, the clerk, as gentlemen and cordial entertainers, and heartily recommend all wheelmen passing that way to call and get an excellent meal at a reasonable price.

THE New York wheelmen did not make a very strong bid last Thursday for the honor of having the annual Meet in that city, some time in the near future. Hardly a county fair bicycle parade and race has occurred anywhere in the country, east or west, this season, that has not turned out more wheels and developed more enthusiasm than were shown at the League Race Meeting.

WHEELMEN in Boston and vicinity should endeavor to be present at the great ten-mile return race between the Massachusetts and the Boston bicycle clubs, to-morrow (Saturday) afternoon, at Beacon Park. Both clubs are very much in earnest, and the Bostons are determined to win back the honors, while the Massachusetts men are just as positive that they shall retain them.

BICYCLERS intending wheeling from Boston, easterly to Lynn, Saugus, Nahant, Swampscott, Salem, Marblehead, etc., are advised to take the ferry to Chelsea and start by way of Everett avenue. They will thus cut off several miles of disagreeable roading over pavements and horse-car tracks; besides, they will find the ferry officials, from the excellent Superintendent Rollins to the deck hands, genial and accommodating gentlemen, with no prejudice against the wheel.

**PERSONAL**

**LEWIS T. FRYE**, the League champion, is located in business at 30 High street, Boston.

**MR. LEMUEL HITCHCOCK**, of the Marlboro' Bicycle Club gave the club a supper, at his father's residence, Monday evening, and it was an occasion of unmixed enjoyment.

**CONSUL FRED. T. SHOLES**, of the Cleveland Bicycle Club, was in Boston during the week, and confirms the good account of bicycling in that city which "Relycib" records.

**JOHN SHILLINGTON PRINCE** can't find a professional in this country who dares race him for a purse of \$200 or upwards. If he keeps his offer open until Keen and Cooper arrive, perhaps one of them will accommodate him.

**MR. A. E. SWARTOUT**, of Auburn, N.Y., is not only an enthusiastic wheelman, but

a rushing business man. He is a manufacturing clothier, the Auburn agent for the sale of bicycles, and editor and proprietor of a monthly advertising paper with a circulation of 15,000. In a recent number, we noticed several articles relating to the bicycle.

**NOTES, QUERIES, ETC.**

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

WOOSTER, ONT., 7 October, 1881.

**Editor Bicycling World:** — Will somebody that knows kindly inform me through the columns of your paper if frosty or damp weather has any effect on loosening the tires on bicycles, and oblige?

BOSTON, 8 October, 1881.

**Editor Bicycling World:** — In answer to "A Bicyclist," of Marblehead, who asks, "What is the objection to corduroy?" I would say simply, "Try it."

METEOR.

MARBLEHEAD, MASS., 5 October, 1881.

**BICYCLERS AND LAGER.** — Bicyclers must be, as a rule, good moral men. Recently, while a party was taking a run along the beautiful Forest River road, between Swampscott and Salem, two of the number stopped at the hotel and called for some lager beer. The clerk was surprised at their request, saying they were the only bicyclers that ever asked for anything stronger than ginger beer or tonic at that place. Inasmuch as this road is frequently travelled over by the "airy steed," the incident speaks well for our wheelmen. IXION II.

WASHINGTON, 8 October, 1881.

**Editor Bicycling World:** — Will you please state that Mr. C. E. Hawley, the winner of the Pope prize for composition, is a resident of Washington, and an active member and president of the Capital Bicycle Club?

L. W. SLEELY,  
Secretary Capital Bi. C.

**Editor Bicycling World:** — By pulling on the crank of my bicycle and keeping the rim of the wheel stationary, the hub and spokes move slightly. I have examined several other machines, but have found none that move like mine. The *American Bicycler*, in a chapter on "Manufacture," says: "The yield or elasticity of the suspension wheel under the pedals, as well as under the forks, is one of its chief advantages; and a perfectly rigid wheel in a bicycle is so much retrogression toward the 'boneshaker.'" From this paragraph I should think my wheel was all right; but as I have not noticed the same effect in other bicycles, the natural conclusion is that something is wrong. Will not some bicycler kindly enlighten me on this point?

A WHEELMAN.

MARBLEHEAD, MASS., 10 October, 1881.

WILL "2048 L. A. W." send us his full address?

**FRENCH NOTES.** — Baron de Graffenreid is dead. He was well known among French wheelmen, and was highly esteemed. He was among the first to use the bicycle on long journeys. In 1878 he made a long tour through parts of France, Italy, and Switzerland. On this journey, according to the "American Bicycler," he accomplished nearly 2,500 miles in forty days.... A summer correspondent of *Le Sport Vélocipédique* describes a watch and clock maker who goes about the country on a tricycle. This man has one leg shorter than the other, and is, moreover, a hunchback.... As might have been expected, the recent races of Miss Von Blumen have excited some interest, from their novelty, in France. *La Revue des Sports* gives a very good account of her race with the trotting horse "Dan," describes the race at Chatham, N. Y., and also between Patton and Beebe, the whole being a very nice translation from the *BICYCLING WORLD*, 2 September.

*As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists 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, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

#### To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 14 OCTOBER, 1881.

#### THE LEAGUE RACE MEETING.

THE League Race Meeting has been held, and we publish this week a full report of that, and of the quarterly business session of the Board of Directors. We cannot be enthusiastic over the remembrance of this important and long-anticipated gathering of "fast men"; neither as regards the races, the attendance of wheelmen, nor the local interest manifested. This should have been, next to the Annual Meet and parade, the most important bicycling event of the year. It should have been anticipated with enthusiasm by New-Yorkers themselves, as an opportunity to justify the strong stand they made last year for the honor of holding the first annual meeting in that city, no less than as an occasion to test the metal of wheels and the mettle of riders. It should have been announced loudly, and pushed boldly upon the attention of their community; the daily press should have heralded, and the whole sporting fraternity of New York should have anticipated it, as one of the most interesting events of the day. It could and it should have been made to attract as much attention and interest in the sporting world as a boat race between Courtney and Han-

lan, or a match between Maud S. and St. Julien. The medals were handsome, and as Commander Munroe said, well worth competing for. The contestants were gentlemen, and the wheelmen represented more of social position and financial standing than is usual among the patrons of public sports. Yet, in many respects, the Meet was what is vulgarly termed "a fizz." The entries were few, and of these so many withdrew that there were only enough contestants in each race, except the championship, to cover the medals, and in one the third prize was not competed for; nor were the times made anywhere near as good as was hoped for and anticipated. The attendance of wheels was remarkably shabby in point of numbers, especially when we consider that, according to the New York *Herald*, there are "thousands of enthusiastic bicyclers in and around" that city. The number of people on the ground, including wheelmen, reporters, and spectators, might possibly have been two hundred and fifty, a *very fair* sprinkling of these being ladies. But the most noticeable feature of the gathering was the pervading lack of apparent interest on the part of the wheelmen themselves, either in the events or the occasion. Spectators, wheelmen, visitors, and natives entered the grounds with an aspect of strangeness, as if they were in doubt about why they came, or what was expected of them. There were few welcomes, few exhibitions of that social and fraternal feeling which has been usually manifest at wheel gatherings elsewhere. In fact, the whole affair showed a want of method, a lack of preparation, an absence of that unanimity and harmony of action on the part of the local management, that characterized the Newport, Boston, Worcester, Brockton, and other meets, and which alone can impart life and charm to any festival or social assemblage. Commander Munroe, in apologizing at the directors' meeting for the partial failure of the races, referred to the BICYCLING WORLD as not having sufficiently advertised them as the official organ of the League. We would like to know if any reader of this paper during the past month was ignorant of the date and occasion. We published the programme once in full, and have since retained the date in our "Coming Events," and we have published editorials upon and called attention to it in various ways since; and if

any of our readers are still uninformed in respect to its date and importance, we trust they are happy. It was the duty of the officers of the League to have advertised it thoroughly in New York, and the local clubs should have joined hands to make a parade display, and give a marked social prominence to the occasion.

#### WHEEL CLUB DOINGS

THE LOUISVILLE BI. CLUB have elected Aaron Cornwall president, Thomas Moran captain, and Howard Thompson sub-captain.

THE MIDDLESEX BI. CLUB of Malden, Mass., has recently reorganized with the following board of officers: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Chas. N. Barnard; captain, Edward F. Russell; lieutenant, Sumner Kaulback; bugler, Chauncy R. Winslow.

BAY STATE WHEEL CLUB is the name of the new South Boston organization.

CRESCENT BI. CLUB.—The annual meeting and dinner of the Crescent Bicycle Club of Boston was held at Hotel Brunswick, 11 October, and the following officers elected for the ensuing year: President, H. P. Robinson; vice-president, A. B. Turner; treasurer, W. C. Woodward; secretary, A. E. Brown; captain, F. B. Carpenter; first lieutenant, R. C. Goodwin; second lieutenant, F. A. Shaw; bugler, H. W. Keyes. Secretary's address, P. O. Box 2,109, Boston, Mass.

#### RACES

THE SALT LAKE (UTAH) BICYCLE CLUB held their first meeting 21 September. The first event was a mile run, for the championship of the club and a gold badge valued at \$50; there were five entries, but only two came to the scratch,—James Jennings and Thomas A. Williams. The former led from the start, and won in 3m. 44 $\frac{1}{2}$ s., Williams six seconds behind. The next event was a quarter-mile run without using hands, and was won by John Clark in 1m. 13 $\frac{1}{4}$ s. The slow race, four competitors, was also won by Clark, riding one sixteenth of a mile in 3m. 5 $\frac{1}{4}$ s. The meeting wound up with fancy riding and tricks, at which quite a number of the members are experts. The track is eight laps to the mile.

TORONTO (ONT.) LACROSSE CLUB.—Their annual fall games were held 24 September, on the club grounds. Weather cool and pleasant; path in good condition; attendance large. Bicycle race, one mile: J. Moodie, Hamilton, 4m. 47s.; B. Hoch, Toronto, 2, by twelve yards; W. E. Carswell, Toronto, 3.

MONTREAL, CAN., 1 OCTOBER.—At the Canada championship games of the

Montreal Athletic Association, 1 October, the following is the result of the three-mile bicycle race: F. C. Holden, M. Bi. C., 12m. 14 $\frac{1}{2}$ s.; A. T. Lane, M. Bi. C., 2; C. J. Sidey, M. Bi. C., 3; P. H. Barclay, M. Bi. C., 4. Sidey led for a mile, but tired, and gradually dropped back. Lane rode a gallant race, especially in the last mile, but could not overtake the winner. Last year L. H. Johnson, Manhattan A. C., won in 11m. 12s.

WILLIAMSBURG, N. Y., 1 OCTOBER.—At the annual fall meeting of the Williamsburg Athletic Club, 1 October, the three-mile bicycle race resulted as follows: A. B. Rich, New York Bi. C., 60 seconds start, first, in 12m. 13 $\frac{3}{4}$ s.; W. H. Austin, Will. A. C., 30, second, by a lap and a half; E. F. Fiske, Will. A. C., 30, third; Will R. Pitman, N. Y. City, scratch, fourth; J. M. Austin, Brooklyn, 45, fifth. This was a very interesting race throughout.

SPRINGFIELD, MASS., 4 OCTOBER.—About 6,000 people were present to see the bicycle parade and races given in connection with the G. A. R. field day at Springfield. There were not as many wheelmen present as was anticipated; the threatening aspect of the weather, no doubt, largely contributing to deter attendance. A rather cold wind also marred the pleasure of the occasion somewhat, as well as prevented very fast time, although, considering these circumstances, it was not bad. J. C. Thompson of New Haven, George A. Murray of Worcester, and E. C. Dumbleton of Springfield officiated as judges. There was no enclosure around the track near the grand stand, and the crowd was so dense that in its eagerness to see, it frequently surged in the way of the riders, and caused much inconvenience. In the mile race, best two heats in three, Charles E. Whipple of this city, Capt. Paul Blatchford of the Amherst Club, and Clark Lawrence of the Hartford Club, entered. A short way down the track, several persons got in the way, and running into one, Whipple was thrown violently to the ground, striking on his head and receiving severe bruises there on his limbs. He was up immediately, and jumping on his wheel started again. Though he had lost more than an eighth of a mile by the accident, he made up a large part of the distance by plucky work on the back stretch. Blatchford and Lawrence had a close contest, alternately forging ahead, and Blatchford finally won the heat by several lengths in 3.35. In the second heat, Whipple appeared with bandaged head, and was received with hearty applause. The three clung together well all round, Whipple and Blatchford giving Lawrence a hard push at times; but the latter easily took the lead on the home stretch, and came in several rods ahead in 3.41, with Blatchford second and Whipple third. Lawrence won the third heat in 3.52. Blatchford led on the home stretch; but when within a few rods of the wire, Lawrence pushed

ahead by a powerful effort. Whipple gave the others a hard contest, but on the home stretch the crowd again surged in his way, and he was again thrown. In this, as in the other heats, the riders came up the back stretch against a strong wind, which was a serious hindrance to them. In the half-mile dash these entered: Harry S. Miller of West Springfield, Louis Hitchcock of Hartford, Charles S. Mills of the Amherst Club, and S. J. Billings of the Springfield Club. At the start Miller fouled Mills, the latter going over. The others kept well together until near the finish, when Miller, who had never raced before, came down the stretch in fine form, and won by two or three lengths in 1.47 $\frac{1}{2}$ ; but on Mills's appeal, Miller was ruled out, and the result declared Hitchcock first, Mills second, and Billings third. In the slow race, for 100 yards, Whipple, Billings, and Lawrence entered; but the first two failed at the start, and Lawrence moved down to the wire in 3.06. He was closely pressed by the crowd, who were with difficulty restrained from feeling of the wheel to see what it was made of. After the first heat had been wheeled, the officers sent a squad of men to clear the way with the bayonet, and an open space was maintained at intervals thereafter, although the crowd would break through at times. Some of the wheelmen gave an exhibition after the races, and as all were skilled riders, the sight was an interesting one.

ELKTON, MD., 5 OCTOBER.—Bicycle races took place at Elkton to-day (agricultural fair) only Baltimore riders taking part. Six started in the half-mile, best two in three heats, and won by H. H. Duker, first time, 1.40; I. H. Fischer, second time, 1.58. Prizes \$30 gold medal and \$15 silver medal. The mile race was won by I. H. Fischer, first, 3.50; S. T. Clark, second, 3.58. \$30 gold medal and \$15 silver medal. Slow race was won by H. H. Duker, and consolation race by F. Cole, all of Baltimore. On the whole they were a success only against a gale of wind. I was requested to write you about the races.

H.

foot or so behind him. Time, 2.15. The time made is quite creditable to new riders, considering the track and the strong wind blowing. Mr. Potter has been riding only a few months, but bids fair to prove a fast and expert wheelman. The prizes were a solid-silver medal, won by H. A. Adams, and a miniature bicycle, won by B. W. Potter.

#### OCCASIONAL.

BROCKTON, MASS., 5 OCTOBER.—The Brockton Meet was eminently a success in all respects, except in the races, these being marred by the excessively high wind, which amounted to almost a gale, and prevented fast time being made by the contestants. Early in the forenoon the visiting wheelmen, either by clubs or singly, began to arrive, and were promptly welcomed by delegations from the Brocktons, and escorted to their headquarters in Sawtucket block; and by 12:30 P. M., as they passed into the hall, where a most excellent and abundant dinner was served, under the auspices of the home club, one hundred and fifty-two were counted. This number was considerably augmented during the afternoon, and it would be safe to say that there were at the fair grounds very nearly two hundred wheelmen, although many of them were ununiformed and without their wheels. Probably one hundred and forty wheels paraded in line, and these made a pretty sight as they circled the track, singly, in twos, and by fours, at the sound of bugle. The parade ended, the races were next in order, but the non-appearance of many of the entries and several of those announced as judges necessitated some delay beyond the hour set for the beginning. However, the first race, two miles, best two in three for medals valued at \$60, \$45, and \$20, was finally called, and J. Wattles of Canton, Charles F. Carpenter of the Columbia Club, of Attleboro', W. W. Stall of the Boston Club, and Leo F. Robiti of Boston Highlands, faced the track, out of thirty-one entries. A good start was made, Stall taking the lead, followed by Wattles, Carpenter, and Robiti, until the second lap, when Carpenter passed Wattles, and pushed hard after Stall; but the latter easily kept his lead to the finish of the heat, winning in 8.25 $\frac{1}{2}$ , with Carpenter second in 8.35 $\frac{1}{2}$ , Wattles third in 8.45, and Robiti distanced. In the home stretch of each lap Stall coasted down the track, legs over, gaining thereby in speed by running free before the gale, and resting his limbs at the same time. The second heat was more interesting, the wind being a trifle less fierce, and all three competitors working more steadily, although making less time and scoring the same results; Stall again leading easily in 8.37 $\frac{3}{4}$ , Carpenter following in 9.01, and Wattles marking 10.41. The contestants in the mile race were A. F. Rivard, of the Waltham Bicycle Club; George E. Frye, of Marlboro'; A. D. Claffin, of the Massachusetts Club; F. A. Hyde, of Boston; Byron F. Blackinton, of the Columbias; F. Crouch, of the

WILLIMANTIC, CONN., 5 OCTOBER.—The one-mile bicycle race, advertised for 5 October, was postponed on account of the cold and wind, but the half-mile race was run by the following contestants: Ernest P. Chesbro, Samuel Chesbro, and Horace A. Adams, of this place, and E. P. Butler and Bradford W. Potter, of South Windham. In the first heat a good start was made, the Messrs Chesbro taking the lead and holding it, Samuel Chesbro first, Ernest P. Chesbro second, by about a foot. Time, 2.18. In the second heat Mr. Adams forged ahead, followed close by Mr. Potter, and won the second heat in 2.15, Mr. Potter second, four feet. The third heat was a repetition of the second, Mr. Adams taking the lead from the start and holding it to the finish, though closely pressed by Mr. Potter, who crossed the line but a

Stoneham Club; E. G. Morse, of the Crescent Club, of Boston; and Fred. W. Whitcomb, of the Weymouth Club. A good start was made, with Frye at the front and increasing his lead to the end, although well pushed by Blackinton, Clafin, and Rivard, the four stopping the watches at 4.00, 4.5. 4.10, and 4.10 $\frac{1}{2}$ , respectively. In the second heat Clafin withdrew, but the other three faced the music and got off in good shape, Frye first, Rivard second, and Blackinton last until the first half of the second lap, when the Attleboro' man passed Clafin; and in this order they all kept the remainder of the heat, and just close enough together to make the race exciting, and the probabilities doubtful. The race was so earnest that much better time was made by each than in the first heat, the scores being 3.47, 3.48 $\frac{1}{2}$ , and 3.50. E. E. Blackinton of North Attleboro', A. P. Curtis and John Sawin of Marlboro', George W. Field of the Brockton Club, Charles W. Clark of Waltham, and E. G. Morse of the Crescent Club, started in the half-mile race; but immediately after, Curtis and Clark fouled and fell out of the race, thus leaving but four contestants, Sawin soon leading the rest, but all keeping pretty close together, and coming home in the following order and times: Sawin, 1.58; Morse, 2.00; Blackinton, 2.01; and Field, 2.03. In the second heat Sawin was again the leader at the close, his time being 1.59 $\frac{1}{2}$ , while Morse and Blackinton crossed the line abreast, with Field almost lapping their wheels, in 2.03 $\frac{1}{2}$ ; but just as Blackinton crossed the scratch line he foolishly let go his handles, when, his wheel turning, he took a violent header, the fall breaking his left wrist.

This ended the races, which were very interesting, notwithstanding the wind and the consequent slow time recorded; and the only serious damper to the general satisfaction was the unfortunate accident to Blackinton, of Attleboro, whose arm it was subsequently ascertained, was broken in two places. Although both he and Morse crossed the line about abreast, the judges awarded him a quarter of a second less time, and the second prize, Morse being awarded third. The Brockton medals were especially valuable and elegant in design, and pronounced by many superior to any that have been given in this vicinity. The officers of the day were,—chief marshal, Johnson of Brockton; aids, G. C. Holmes of Brockton, Northup of Attleboro, Putnam of Beverly, Bristol of Charleston, S. C., and Morse of Boston; judges, Louis Harrison of Boston, and E. F. Tolman and Waldo Lincoln of Worcester.

**THE LEAGUE RACES, NEW YORK, 6 OCTOBER.**—The race track of the Manhattan Polo Grounds, where the L. A. W. races were held last week Thursday, was in very good condition; but it is one of those irregular-distance courses which have to be staked at differing intervals in order to designate miles. For instance,

it required fourteen and one half laps to measure five miles, and in no stated distance race did the scratch and the finish coincide. However, the course was previously arranged for the various races, and no question or dispute was raised at any of them, and the contests were all begun and completed amicably. Early in the afternoon, most of those intending to compete had come upon the grounds, and a few other wheelmen without wheels or uniforms were to be encountered about the grand stand or in the dressing rooms, examining the racing wheels and their riders, and speculating on the chances. Still there was no enthusiasm, no excitement, no apparent interest felt by any one. It was really the *deadest* occasion of any sort of sporting contest we remember ever to have attended. The anxiety of the contestants would naturally make them quiet and reserved; but one would have supposed, considering the importance to wheelmen of the anticipated events, that among the non-combatants and friends of the various riders, would be not only signs of deep interest, but of wide-awake excitement, bustle, and enthusiastic discussion. Even when the gates were opened, and the small number of spectators began to straggle in, it seemed more like the arrival of visitors at a funeral, and each seat on the grand stand was taken with as grave decorum as those at a country church on Sunday morning. Shortly before the time announced for the races to be called, the procession of bicyclers who had wheeled from the club headquarters arrived, and paraded once or twice around the track. There were but about thirty of them, representing different clubs; and although they individually made fine appearances, their meagre numbers were disappointing to those who have witnessed the large gatherings of wheels at nearly all the New England race meetings the present season. The field officers were.—Referee, Charles E. Pratt, of the Boston Bicycle Club; judges, Edward W. Pope, Massachusetts Club; F. S. Pratt, of the Worcester Club; C. A. Hazlett, Rockingham Club, of Portsmouth, N. H.; Fred. Bruner, Manhattan Club; S. A. Marsden, New Haven Club; and W. F. Gulien, of Brooklyn Club; clerk of the course, S. T. Clark, of the Baltimore Club; starter, C. K. Munroe of the New York Club. The first race was the two-mile scratch for the amateur championship of America, open to all amateurs. The entries for this were L. H. Johnson, Essex Club, William M. Woodside, Manhattan Club, Joseph Lafon, Manhattan Club, William Smith, Bristol (Eng.) Club, and A. H. Llewellyn Winter, Hyperion Club of England. Mr. Lafon withdrew his name, and Mr. Winter, in attempting to ride from Fifth avenue to the grounds that day, had been thrown from his machine, disabling that and bruising himself, which prevented his participating in either this or the next race, for which also he was entered. It was a great disappointment to Mr. Winter, who ear-

nestly desired to compete in these events. The three other gentlemen faced the track, however, and at the word made a good start, with Woodside leading, Smith second, and Johnson third; but before the completion of the first mile Woodside fell to the rear, and for the rest of the race made no effort, but allowed the space before him to lengthen, leaving Smith and Johnson to struggle untrammeled. This made an exciting race between these two, the latter pushing hard, but unable to pass Smith, who appeared nervous throughout, but never once broke his pace, which was at times just a trifle erratic. He came in winner in 6.35 $\frac{1}{4}$ , followed closely by Johnson in 6.36 $\frac{1}{4}$ , Woodside being distanced. This gentleman's subsequent performances lead us to infer that he might have made the others work still harder for their medals. The one-mile handicap found only C. K. Munroe, of the New York Club, and Fred. Jenkins, of the Manhattans, on the track, Mr. Winter, the only other entry, having withdrawn. The latter gentleman was to have started from the scratch, Mr. Munroe taking eighty yards, and Mr. Jenkins one hundred yards. This race was more amusing than exciting, both gentlemen smiling all around the track, and Jenkins easily keeping his lead to the finish, winning the medal in 3.31 $\frac{1}{4}$ . The next race was for five-miles, scratch, open to League members only; and from the number and names of the entries bade fair to be the most interesting in the series. The names entered were Lewis T. Frye of the Marlboro' Club, Johnson, J. S. Dean of the Boston Club, Lafon, G. E. Alden of the Massachusetts Club, and Woodside; but Messrs. Frye, Johnson, and Lafon withdrew. The others took their positions, however, and got off well, Dean leading and Alden second; and in this order the trio completed nine or ten circuits with about four or five yards' interval between each machine, and up to this time the race was both exciting and uncertain. Suddenly, however, and to the surprise of everybody, Woodside shot ahead and took first place, and despite several gallant spurts by Dean, he eventually increased his lead so much as to make victory certain, and enable him to ease up for a slight rest while facing the wind on the north track. When Dean saw the first prize was out of his reach, he made no further effort, and Alden took it easy also, merely continuing around the track to complete the race for third medal. Woodside's time was 19.30 $\frac{1}{2}$ , and Dean's 19.32 $\frac{1}{2}$ , Alden's not taken. For the three-quarter-mile ride-and-run race there were four entries: Munroe, Kingman N. Putnam of the New York Club, Jenkins, and C. A. Knight of the Essex (Orange, N. J.) Bicycle Club. Only Munroe and Jenkins appeared on the track, however, and these started in good shape; but Jenkins got the lead and kept it to the end, although Munroe was close at his heels. The mounting and dismounting at each half-lap was capitally done by

both wheelmen, and the race was a very interesting one. Jenkins' time was  $3.52\frac{1}{2}$ , with Munroe less than a length behind. In the interval between this and the race for the mile championship of the League, Capt. Howard of the Mercury Club gave an interesting exhibition of fancy evolutions on the wheel, which were much enjoyed. For the one-mile League championship were entered Woodside, Lafon, Johnson, and Frye; and when the race was called, all were on the track. A good start was effected, Frye shooting splendidly to the front, followed by Johnson, Woodside, and Lafon, in that order, and all so close that the interest was intense by the time they were half round the lap. Frye, however, not only held his lead, but it was evident that he was gaining; while as they neared the grand stand the second time, Woodside was observed to spurt for second place, and a fine struggle for some moments was made between him and Johnson. He proved too much for the latter, however, and dragged slowly ahead, and by the middle of the last lap was a clear length in front of his particular competitor. Meanwhile Frye was still gaining on both, and reached the finish in splendid form, amid the hearty cheers and congratulations of the spectators, in the excellent time of  $3.12\frac{1}{2}$ . Woodside came in second, in  $3.18\frac{3}{4}$ , with Johnson scarce a length behind, and Lafon distanced. This proved the most exciting race of the series, and the most satisfactory during its progress, of any in the series. The final race was with tricycles, twice around the course, the contestants being G. H. Fowler of New Haven and Kingman N. Putnam of New York. This race was not as exciting as the two-wheelers, but was not without interest, the men keeping closely together, with Putnam in front until the home stretch, when Fowler spurted ahead and came in winner in  $5.50\frac{1}{2}$ , with the other lapping him. It is but justice to state that Mr. Putnam never mounted a tricycle before, he having taken the place of Mr. Johnson (who was entered against Fowler) at short notice in order to make the race; and he certainly made a creditable showing. The sizes and styles of bicycles ridden were as follows: Lafon,  $58\frac{1}{4}$ , "Yale"; Dean, 57, "Yale," Jenkins, 53, "Rudge," in the mile handi-cap, and 50, "Harvard," in the ride-and-run race; Alden, 50, "Special Premier"; Frye, 58, "Light Harvard Roadster"; Johnson, 57, "Humber"; Woodside, 56, "Humber"; Smith, 52, "Rapid Racer."

COCHITIUTE, MASS., 8 OCTOBER.—The first club race of the Framingham Bicycle Club, for a \$15 club medal, which must be won three times to become the property of any member, was held at Elm Park, Cochituate, on Saturday, the 8th. The track was in good condition, but there was a strong wind. The following is a list of the riders and the time: Captain, H. W. Bean, 3.25; W. A. Norton,  $3.29\frac{1}{2}$ ; E. M. Bent, 3.30;

H. T. Fales, 3.38; F. C. Manson,  $3.38\frac{1}{2}$ ; J. E. Felch, 3.40; C. T. Aldrich, 3.45.  
W. D. W.

#### Notes.

MR. CLARK LAWRENCE, of Hartford, Conn., took first prize for the mile bicycle race at the Stafford Springs fair last Friday, 7 October, Mr. Thomas Waite, of the same place, taking second.

IT is reported that Amateur Champion of America Smith covered two miles in  $6.8\frac{1}{2}$ , at the Manhattan Polo Grounds, last Saturday, 8 October, beating the best American record  $18\frac{1}{2}$  seconds.

THE postponed bicycle race for the South Boston Athletic Club Amateur Medal came off Saturday afternoon, in Independence square. H. Percival and F. R. Miller, of the South Boston and Boston Clubs, respectively, were the only starters, the former winning in about seven minutes, and the distance being about a mile and a half.

THE first of the series of weekly handicap races recently inaugurated by the Boston Bicycle Club was held Saturday afternoon on the Beacon Park track, the contestants being Dean (scratch), Clark (seventy-five yards), and Diaz (one hundred and fifty yards); the former winning the mile in  $3.26\frac{1}{2}$ , with Diaz second in 3.30, and Clark third in 3.36. Fourdriner started at one hundred yards, but meeting with an accident on the second lap, withdrew. Messrs. Hodges and Harrison officiated as judges, and Mr. Stall directed the handicapping. The latter gentleman made a trial spurt, covering a mile in 3.20; and yet he preferred to scoop easy medals at Brockton and Attleboro', rather than wrestle for glory and the championship with foemen worthy of his wheel at the League races.

A BICYCLE race meeting will be held at the Sherman grounds, Natick, Mass. (half-mile track), to-morrow, Saturday, 15 October, at 3 P. M. The events will be a mile amateur in heats, and a mile professional in heats. Prince, Wilson, Hersey, and others will, it is said, compete in the latter, for which a first prize of \$50 and a second prize of \$25 is offered; and in the former several well-known fliers, in the local amateurs of Framingham, Wellesley, and the Newtons are expected to try conclusions. The amateur prize (value, \$15 first and \$10 second) will depart from the medal system, and take the shape of cheques, for value, on Cunningham & Co., or the Pope Manufacturing Company, at option of the winners. Entries, free to amateurs, \$10 each to professionals, close at the Sherman House, Natick, at 2 P. M. on the day of the race.

THE interesting account of the Muswell Hill competition in England, which we published recently, was from the columns of our excellent contemporary, the *Bicycling Times*.

PRINCE, the Albion professional, has been surprising the Lebanon (N. H.) Shakers and rustics at some races held there last week, and they want the entertainment repeated. Mr. Prince speaks highly of the track there, saying it is little inferior to any in England.

#### The Professional Championship.

*Editor Bicycling World:*—As it has been stated to me that my not having signed the various challenges I have issued in the daily and weekly papers is the reason they have not been accepted, I shall be glad if you will allow me, through the medium of your columns, to say: I hereby challenge any professional bicycle rider in the country to race me from scratch from one to five miles for from one hundred to five hundred dollars a side, and the professional championship of America. I prefer that the race should take place on some open-air track in or near Boston, but would not object to a meeting elsewhere, providing a satisfactory track can be secured. I am prepared at once to cover any deposit of not less than one hundred dollars, which may be placed in the hands of the editor of the *WORLD*; and I hereby give notice that I claim the title of champion of America, and will defend the same against all comers.

JOHN S. PRINCE.

BOSTON, MASS., 11 October, 1881.

THE Brighton Register says: "Those who look at the picture of the bicycle rider in the various well-known advertisements, since the cut has become worn, sometimes can hardly make out whether the individual is blowing a horn or taking one. We should smile."

THE Louisville Commercial says: "President Dunekake of the Falls City Club has resigned, and will take up his residence in Chicago. The club has elected him an honorary member." If what we hear of Chicago is true, he'll have to watch the ground carefully while riding, until he gets accustomed to the radius of Chicago girls' feet. Is n't that so, St. Louis?

#### The New L. A. W. Badge.

THE accompanying woodcut is intended to give some idea of the size and appearance of the proposed new League of American Wheelmen's badge, designed by Director Lamson, of Maine, a sample of which was shown by President Pratt at the business meeting in New York. It represents a suspension wheel with its rim, spokes, and hub; the hub and outer rim or tire being in red gold, the spokes and inner rim of platinum or silver, and the wings and letters L. A. W. in yellow gold in relief, with a small diamond, garnet, or other stone in the centre as desired. The whole is intended to be convex, like the side of a



suspension wheel, and mounted with a pin and catch by which it may be attached to a scarf or the lappel of a coat. It is thought to be tasteful, symbolic, and unobtrusive. It is intended as an appropriate emblem to be worn at any time, with any suit, much as the masons wear a square and compass, or the order of Odd Fellows three links of a chain, and by which wheelmen may recognize each other wherever they meet. The same design, may be stamped in relief on a neat gilt button for club uniforms, as the United States army or navy button is used. It is also suggested that the same design, enlarged to four or six inches in diameter, and printed or painted in gilt or color on thin wood or metal, would be neat and unobjectionable to use as the League sign to place over or on the door of a hotel or restaurant, to give notice to touring wheelmen that they can expect hospitable entertainment within. The same with an accompanying index or arrow might be used as a *road signboard*, signifying to tourists, "bicyclists this way." For purposes of parade only, a larger and cheaper badge of white metal or nickel-plate may be used if desired. The badges of officers may be distinguished (as at present) by being suspended from a bar on which the title of the officer may be engraved.

The prices of the small gold badges have not yet been decided, but it is thought best to have them made in fine gold for about \$5.00 each with garnet stone, and in cheaper gold or stock-plate for about \$2.00 each; and those desiring finer and more expensive ones can be furnished to special order. On the League banner or standard the tri-winged wheel worked in silk or gold thread would form a neat and beautiful centre-piece.

The design has been patented by Mr. Lamson, as it is desirable that the officers of the League may control it, so that only League members may use it.

## CORRESPONDENCE

### St. Louis Notes.

*Editor Bicycling World:*—St. Louis is blessed with the meanest streets in America,—that is, inside of Grand Avenue; and that nothing may be wanting to sustain this reputation, the sprinkling carts "liquidate" them so, it is hard to tell them from a canal. The writer has often been asked, "If that machine of yours will do all you claim for it, why don't you ride up and down between your house and place of business?" As Hamlet remarks, "that is the question," and it is no use attempting to explain the difference between a good and a bad road to a man whose riding has been confined to carriages. The ride from Grand Avenue to Manchester and return, forty miles, can be taken with less exertion than ten miles inside the city. All the wheelmen here, with one exception, ride with six-inch cranks. How is it in the East?....The weather for the

last few days has been excellent for wheeling, and moonlight runs will soon be the order of the day—or night.... We now have an "American Star" in the club, but can give you no information as to its qualities as a roadster, as the owner resides in one of our suburban towns, and has not been out with the club yet. Have a lingering idea, however, that the Missouri hills would sicken the best "American Star" ever made. ...I might add in conclusion, that the "Dutch cocktail" (beer and soda) has been adopted as the club drink on all runs. 626.

### "Nameless" Runners.

*Editor Bicycling World:*—Were you aware of the existence of an infant club in Boston? There is one, but as yet it is without a name. It was formed 14 September, and consists of nine members. Great things are expected of it, and the delay in naming the baby is in order to select a good and appropriate cognomen. "Billy Bernhardt" is a member; and if anything is said against him by the party who called him "Joe Caramel," he will have a good chance at an interview with our "Fighting Man." (Oh yes! We've got one, and we warn you in season.) Sunday, 18 September, was set apart by a few of the members for a quiet little run out to Needham and return. At the corner of Fourth and Dorchester streets, at 9.45 that day, were gathered "Cap," "Shorty," and "Charlie." These were shortly joined by "Fatty," and the four wheeled to Upham's Corner, where they found the Masher awaiting them. We rode by Oakland Garden, and through Mattapan and Hyde Park to Dedham. On the way through Mattapan, Cap, who was leading, I am sorry to say on the sidewalk, caught his pedal in the stone wall, and immediately got off his machine to pick up an apple on the other side of the wall. Charlie, who was too close behind, tried to ride over Cap's machine, which had been carefully laid on the walk; and failing, he went over the wall to help Cap. find his apple. The scene as they went over the wall was laughable in the extreme, and would have been a fit subject for Mr. Reed, of Scribner's, to preserve on paper. No damage being done, we proceeded to Dedham, stopping long enough to engage dinner for a "Hungry Five." We then rode on to Needham over a most execrable road, and but for the exception of a few (?) words with three pretty (?) damsels, who were out riding in a buggy, the ride to Needham was without incident, and dry withal. You know how dry bicyclers will get sometimes. Don't you, Mr. Editor? (Were you ever in Worcester?) We proved to be no exception to the rule; and under the guidance of the Masher, we filed up to an antiquated mansion (don't ask me where it is), and had some hard cider. The old gentleman who gave it to us said it was "a wonderful lubricator," and it was. Returning to Dedham, we discussed a very

satisfactory dinner, and all were struck with the absent-minded way in which Shorty passed his plate for a fourth supply of provender. He said he was "hungry," and he appeared to be. We stayed at the hotel about an hour and a half, and then remounted our machines for home. We were all in our respective homes by five o'clock, and the run was voted "an immense success." We are all (or soon will be) members of the L. A. W., and do not agree with "Bernard," whose criticism of President Pratt is wholly uncalled-for and selfish. More anon.

FATTY.

BOSTON, 3 October, 1881.

### Telzah Says :

*Editor Bicycling World:*—In reply to "Relycib's" question in the WORLD of 30 September, as to how "Telzah" likes the short-handled bar on the "American Star," I would answer that I do not like the ten and a half handle bar at all, and consider its shortness a decided drawback in several respects, especially on account of the unnatural position of the hands and arms. As now constructed, there is nothing, in case the rider loses control of the handles, to prevent them from revolving around. I have not tried long handles, and much prefer that "Relycib" make the first trial. Let him eat a hearty bicycler's dinner, then mount the "Star" with long handle bars, and allow the steering wheel and connecting handle bar to turn around, and perhaps the punch he may receive from the handle will convince him that the inventor had sufficient reasons for the short handle bars.

Allow me to make several weak statements, and to answer several questions I have lately received. That inquiries about the marine bicycle should be addressed to Major David Urch, Portsmouth, N. H. That, his boats being fitted with air-tight compartments, they have been run outside in rough weather. That none have as yet been placed on the market. That inexperienced bicyclers will find that the easiest way to lift a machine over city curbstones or steps is to take the handle with the left hand, and with the right take hold of a spoke of the large wheel near the step, and by turning the wheel the bicycle will mount the obstruction without the usual jar to the wheel. That a paper washer will often prevent a nut from slipping or unturning, especially the one on the steering head of several patterns of bicycles. That a tourist should always carry a few screw eyes and pieces of ropes with which to fasten his wheel in the baggage car; it pleases the baggage master, and he is satisfied with a smaller fee. That L. A. W. officers should, in their respective States, before another season, interview the railroad officers, and have, if any, a fixed charge for transporting bicycles. At present, the charge often depends upon the temper and personal wants of the train men. The chief baggage master at Eastern Depot, in

Boston, declares the rate to be one cent per mile. A number of the baggage masters on the trains say a quarter is sufficient; and yet the same week, after paying these various charges, a baggage master tried to beat me out of fifty cents for a short ride. He held out his hand a good while for the extra quarter, but he did n't get it, and had to acknowledge that his charge was excessive. At the Boston and Albany Depot, a part of the Boston Club were charged fifty cents, others twenty-five cents to Northboro. One of the party recovered the extra quarter he had paid, by claiming that he could stand the loss of the quarter, but he could not the jeers of those who had paid less. That part of the excessive breakfast charge at the Medford House, that "Massachusetts" justly complains of, was probably for admission fee to the "picture gallery." That the silver badges of the Bicycle Touring Club, so long delayed, have just arrived from England, and are very neat. That in case a new design is adopted by the L. A. W., the present cart-wheels can be hung over the doors of L. A. W. hotels. That the easiest dismount is from the left pedal when it is down; if stepped (not jumped) from, it is done without the least jar to the wheelman. That the best remedy that bicyclers can apply to barking dogs is the skilful throwing of large torpedoes which have been doctored with a dose of cayenne pepper; they don't cry for a second application. That Director Lamson, of Portland, Me., has invented the cheapest, lightest, and most convenient bundle carrier for attachment to the handle bar that I have ever tried; that Stall must have smiled at a recent account of his close victory; that F. B. W.'s criticism of Bernard's slings against President Pratt were manly and just; that Georgie Girard is just as smart at school, and expert at roller skating and various athletic sports, as he is when on his thirty-six-inch wheel; that we have little compassion for wheelmen who won't subscribe for current bicycling literature, and so continue to ride over sandy roads instead of taking the good ones laid out and explained for them; that the infantile Nashua Wheel Club held the best and largest meet ever held north of Massachusetts, at which the liberal and enthusiastic Gilman brothers proved themselves the best of hosts; that the numerous wheelmen who have visited and rode with us over our excellent roads to the aquarium, the beaches, and the marine bicycles, will in future miss the hearty welcome which was always extended to them by Consul Davis, he having left the city to prepare for college; that we are off to-day for Brockton and New York, and so we will not burden you with another "That." TELZAH.

## Montreal.

*Editor Bicycling World:*—I promised in my last letter to give you an account of our journey in search of glory to Terrebonne; and now, as an honorable

man, and not like a despicable creature such as your correspondent "Kanuck" must be, to judge from his effusions, I hasten to make good my promise. Our captain and "Little Fred" started in the morning, as the captain wished to call at the Back River for his machine, which had been left over there on account of muddy roads. However, they found that the train did not stop at the Back River, and he was consequently forced to walk out (six miles), "Little Fred" riding slowly by his side. Our "Growler" went out by the afternoon train, and he engaged a cab to drive him to the Mile End station; and as he was very busy, he did not leave the city until the very last moment. Fancy his feelings, then, when the cabby stopped about half-way out, and refused to go any farther, as he had an engagement in the city. However, by paying an exorbitant sum, he managed to secure another cab, and succeeded in catching the train, though without a second to spare.

On his way out, he looked through the rear window of his cab, and there, looming out from amidst the clouds of dust, came Maitland Smith, who was plugging along against a high head wind. It seems to me that we almost always have a strong head wind when we ride out that road. On boarding the train, the "Growler" and Smith were accosted by two other riders, who had got on at the Hochelaga Station. Between the four they had five machines, for which the expressman wanted to charge twenty-five cents each, as he said he could not make out a bill for anything less than twenty-five cents; but the "Growler," with excessive cunning, suggested his making out a bill for the whole lot, and charging \$1.00, which was accordingly done. On arriving at Terrebonne Station, we were met by an antiquated contrivance, hitched behind two old horses, in which we and our machines were speedily packed, and soon on our way to the "Course au Trot." The bottom of the trap seemed to be made on a new principle, all full of holes, apparently for the sake of drainage; but they caused some hard work to prevent our machines from dropping through. It was a moving sight to see our captain with a face like a bottle of night-blooming seriousness, standing erect on one leg, while he upheld two machines, one in each hand. Our worthy secretary, out of the great love he has for, and from the excessive care he always takes of, our riders, strenuously denied the right of any other but himself to handle the reins; and as the driver objected at first, our secretary reasoned with him for awhile, and finally convinced him by gently kicking him about a quarter of a mile up the road, and then back again to the wagon. As a driver, our secretary may not perhaps be a fully developed . . . success, but I would back him against any one I ever saw to drive harder and with fewer mishaps.

After going about two miles, we left

the main road, and after passing behind a large barn, we had to go about one mile through the fields; and here our driver shone out, to the great admiration of all except the unfortunate creatures on the wagon. Lashing his lean and angular Rosinantes with whip and tongue, he brought us on to the "Course au Trot" at a hand gallop; and as it was just between the beats of a race, he drove us past the grand stand, where our advent was hailed with cheer upon cheer. The only sensible thing that I could see in "Kanuck's" last paltry letter was when he predicted that Mr. Lane ("Hungry Tommy") would show good form at this race; and the result proved that "Tommy" does not eat for nothing, as he did his mile in 3.28 $\frac{1}{4}$  over a somewhat lumpy track. On starting for Terrebonne after the races were all over, our secretary again resumed the reins, and away we went flying down a hill, along a very narrow path; however, we reached the bottom all safe and sound, except that "Freddy" had the board he was sitting on knocked from under him, and he was landed on the bottom of the wagon; but soon we were all seated round mine host Bernardin's table, doing full justice to the many good things with which it was loaded. After dinner we proceeded *en masse*, about two hundred strong, to another hotel, where the prizes were distributed, and where the landlord of the Hotel du Boulevard sang his favorite song, commencing "*Bon soir, mes amis.*" By the by, the "Pelican" has since been heard singing it; but in his hands—or mouth, rather—it proves a very dismal performance. On starting back for our hotel, our captain whistled "Single file," and marshalling the whole crowd into order, each man with his hands on the shoulders of the one preceding him, we marched through the village to the Hotel du Boulevard. On arriving there, one of Terrebonne's prettiest daughters handed our captain a magnificent bouquet, with a handsomely engraved card in the centre, with the inscription,

"*Félicitations à vous tous,*"

nicely written on it. On leaving for the station, we got another kind of trap that would only hold four machines, so Holden and Smith rode down to the station, over a fiendish road, in the dark, and without a lamp or a spill. On reaching the city, the moon was shining brightly, and we all rode safely home, except the "Growler," who took a "header" into the curbstone, but fell right side up with care. Our only regret during our little trip was at the absence of our bugler, whose handsome face (?) and merry tales were much missed, especially by our worthy scribe. On Saturday, 17th inst., by special invitation, we started to ride to Richelieu, twenty-three miles, but owing to the many attractions offered in the city that day on account of our exhibition, we could only muster three men. We took the ferry to Longueuil, and had breakfast there. We met a rather hilarious party there who had been

up at a ball all night, and who had contracted the very bad habit of mixing rum and milk in their bedroom water jugs. We left Longueuil about 10 A. M., and after some five miles of most dreadful roads, we came to somewhat better riding. Our "Growler" was run into by a bread cart, but suffered little damage. At Richelieu, the young ladies and the orchards proved so tempting that we stayed over all Saturday night. On Sunday we had a bath in about two feet of water. Our secretary lost his "specs" while in bathing, and had to come out and get his eye-glass before he could find them. At St. Hubert, on our return journey, we scared a full-blooded stallion that had been left standing alone, and he ran for about three miles: no damage. Met a man driving a fractious horse, and he (the man) kindly informed us that we were in the wrong place. Our "Growler," with excessive facetiousness, inquired where we should go; whether we should crawl along the top of the "snake" fence, or whether we should try the ploughed fields. On this point, however, the man was unable to give us any reliable information; and on the fellow becoming somewhat impertinent, "Jingling Johnny," transfixing him with his "eagle eye," asked him "was his grandmother a monkey?" while our captain, with the bearing of one who was going to give his days and nights to Ecclesiastes forever more, expressed his intention to "gie him a clout i' the cheek i' the heid." We got home without any further adventures, feeling very well satisfied with our jaunt.

K. K.

MONTREAL, 21 September, 1881.

## Chicago.

AT a recent meeting of the Lincoln Park commissioners, it was voted to allow bicycles the privilege of the park. The wording of the Act would lead one to infer that carriage privileges were to be given bicycle riders, but subsequent investigation shows that the walks only are intended to be open. The action on the part of the commissioners was entirely voluntary, and we therefore take it that their intentions were good. It is an evidence of the passing away of prejudice, and a voluntary recognition by eminent authority of the merits of the bicycle. Two years ago, we were excluded from the privileges of this park owing to an unfortunate accident. A boy riding a wooden machine ran into and frightened a horse, with serious results, and of course the commissioners took it for granted that this was a common practice, to be naturally expected; and as they did not allow locomotives to run loose in the grounds, they would sooner do so than allow this destructive toy (so-called), which was infinitely worse and much less responsible for its actions, to go abroad in the park. The restriction was imperative and relentless, and has been more rigidly maintained than that of the other parks,—even an attempt at a night ride

resulting in ignominious expulsion. But those two years have developed a class of gentlemen who ride the bicycle, and who understand thoroughly its management. They have demonstrated it to be a thoroughly practical and useful road vehicle, coequal in road rights to all devices for transportation which have hitherto been in use for business or pleasure on the public highway.

When the bicycle first made its appearance in Chicago, three years ago, everything was open to it and it flew high. But it got too "fly," and its wings had to be cut. What restrictions have been placed upon it have been due to the carelessness of unskilful riders. We have seen with chagrin the closing of one park after another against us, and even the privilege of the city streets has only been retained by vigorous fighting and watchfulness. As each park was shut against us, the same all-sufficient cause would be apparent,—careless and unskilful management of the wheel by its rider. South Park was closed to us after a person had taken advantage of its smooth drives to learn to ride his machine: he ran plump into a horse the first thing.

The west side held out longest, but one day a too freshly fresh "amateur" went a zig-zagging up Washington street boulevard, ditching everything in the way of horseflesh *en route*; and then the West Park board pulled in their latch-string. In every case our troubles have been caused by careless verdants, who, though possessing the commonest of sense in other matters, seemed to lose their heads and judgment in bicycle riding.

But through the influence of club organization, a policy has been outlined that has tended to reduce to the minimum the chances for accidents or cause for unfavorable criticism. Club organization in Chicago has saved to our bicyclers the privilege, without litigation, of riding on the public streets; has directly promoted the knowledge of the wheel; has banded together a society of wheelmen who find enjoyment in exchange of ideas on a mutually interesting subject; has in numerous ways supplied those petty conveniences and adjuncts to enjoyment so essential as a whole, but which are unfelt singly; and now that the key to the whole chain of Chicago parks and drives is apparently within our reach, it is to the interest, and shall be the aim of our clubs to see that no accidents happen. As the future now looks, it is evident we are to have the privilege of our parks and boulevards in advance and independent of the Central Park test case decision, and the action of our commissioners cannot help but influence that test case to an early and favorable issue.

It has rained steadily for the past three weeks. The sun's rays have been worse than angels' visits, in that they have n't been seen at all. Mud, thicker and blacker than campaign lies, is in the majority. In the country, where nature

is the roadmaster-in-chief, the roads have turned upside down, for a change, and present stretches of humid real estate, forty cubits deep. Our Waukegan Fair races have been completely spoiled, and our anticipations of a grand good time, like the ground, have been melted by the rain. Prof. Rollinson went up there last Friday, to run against a horse, and to prepare the way for us the following day. But the rain shut him up, as it shut us up, and we have to record a big fizz, —all on account of the drizzle. But one good thing has come to light. It has demonstrated that we have at least twelve bicyclers who are much interested in having a race, and perhaps we can make use of this "talent" this fall and winter, if we can get a good course to run on. The exposition building, with its smooth gallery of four laps to the mile, will be just the thing. Lack of professional element in our midst has caused a luke-warm feeling among our wheelmen in regard to racing, or in fact, improving upon the talents already possessed. But we are to have a riding school this fall and winter, with Prof. Rollinson at its head. The south side Natatorium, corner Michigan avenue and Jackson street, has been leased by Mr. Fairfield, and it will at once be placed in shape. This is a splendid place for a school. Negotiations are pending with the Chicago Bicycle Club to fit up the elegant first-floor corner rooms in same building for a headquarters. This will be a most happy and agreeable arrangement.... Our old South Chicago friend Alex. Pernod is dead. He will be remembered by many of our bicyclers, who have been the recipients of his hospitality in our many happy runs to South Chicago. A jolly gentleman, and prince of caterers, his place will be hard to fill.... Friend Cragin seems to have a hard time of it so far on his trip from Chicago to Boston. Mr. Rollins's experience, in a similar trip nearly two years ago, was much better, but then he rode a different kind of machine from Mr. Cragin.

Capt. Lyon, of the Ariel Club, is out of town recuperating from a serious illness....I. W. Johnson is home again from a stay in New York. ...Ed. T. Ide, Elgin Bicycle Club, passed through town on his way to Dunkirk for a visit. ....President McClure, who used to ride a 46-inch Columbia, last year, is now on a 54-inch D. H. F. ...Capt. Blinn is having his all-bright 53-inch D. H. F. painted black all over,—spokes, spine, cranks, fork and handle bar. Says he's sick of scrubbing rust. ...Ed. F. Brown has had his 58-inch D. H. F. light roadster nickelled, and the spokes bronzed. At first glance, bronzed spokes look the same as if they were rusty,—just the same as they used to look before Ed. bronzed 'em!....T. S. Miller, Chicago Bicycle Club, is home again from a trip to Worcester. Thinks he likes it better out West after all....A. A. Dean, of our unattached, while visiting in Buffalo recently, entered in a race at the fair

grounds, and won the \$25 first medal. ... Geo. H. Craig was recently in Buffalo attending the fair races. He's at it again. Remember Louisville, George, and redeem your reputation....Another consignment of Premiers from Coventry has arrived. Among them are a half-dozen Aeolus back-wheel bearings, which are to be substituted for the cone-bearing back wheels now on many of our machines.

STENO.

## L. A. W.

*Amateur bicyclists everywhere are cordially invited to join the League of American Wheelmen.*

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and 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 the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very 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.

Bicyclists generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclists to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

## APPLICATIONS.

*Editor of the 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.

MISSOURI BI. CLUB.—Additional: Louis Leeder, 920 Washington street; Louis Kempff, Belleville, Ill.; Samuel Anderson, Belleville, Ill.; Henry Talbott, Waterloo, Ill.; Mack Evans, 407 Chestnut street, St. Louis.

TORONTO BI. CLUB.—Additional: W. E. Carswell, Dominion Bank, Toronto; J. H. Joppling, Toronto; Edward Macklin, Toronto; W. S. Reed, 33 Temperance street, Toronto.

CLEVELAND BI. CLUB.—Additional: F. P. Root, Cleveland, O.

UNATTACHED.—John C. Speaks, Canal Winchester, O.; Harry N. Gaither, Foxburg, Pa.; John M. Magoon, 718 Broad street, Providence, R. I.; O. M. Mitchell, 11 Pettis street, Providence, R. I.

CORRECTIONS.—Henry Chauncey, in WORLD of 30 September, should be Henry Chauncey, Jr.; John H. Bowen should be John H. Bowers.

## L. A. W. Quarterly Meeting.

THE quarterly business meeting of the officers of the League of American Wheelmen was held at the Metropolitan Hotel, New York, on Thursday evening, 6 October. The following were present: Charles E. Pratt, president; C. K. Munroe, commander; Kingman N. Putnam, corresponding secretary; S. T. Clark, recording secretary; Dillwyn Wistar, treasurer; S. A. Marsden, New Haven, Conn.; C. H. Lamson, Portland, Me.; Clymer White, Baltimore; Fred. S. Pratt, Worcester, Mass.; C. A. Hazlett, Portsmouth, N. H.; L. H. Johnson, Orange, N. J.; J. F. C. Smilie, Playfield, N. J.; W. F. Gullen, Brooklyn; Alfred Ely, Cleveland, O.; E. J. Waing, Pittsburgh, Pa.; John Ferguson, Philadelphia, Pa.

The meeting was called to order at 8.30, when the chairman (Mr. Pratt) said: I will take the liberty of breaking the usual order of business by one or two innovations. In the first place, I wish to call the attention of the officers to the fact that we have one or two gentlemen present in the room, and in the hotel, who are members of the League, but not members of the board of officers. I presume it is the unanimous wish of the board that those gentlemen be extended a welcome to our meeting, and I would suggest that a motion to that effect is in order. It affords me great pleasure to know that we have with us a member of the League from the Old Country,—Mr. A. H. Llewellyn Winter, of the Hyperion Bicycle Club; and I am sure the Board will afford him a hearty welcome to our meeting.

Mr. Ferguson moved that a committee be appointed to wait on the gentlemen referred to, and tender them a cordial invitation to be present at the meeting. The motion was carried unanimously, and the Chair appointed Mr. Ferguson such committee, and that gentleman discharged the duty imposed upon him to the entire satisfaction of the meeting.

The chairman intimated that Mr. Dean, of the Boston Bicycle Club, was present, and had a few suggestions to make in regard to the instructions given to consuls, etc.

Mr. Dean was thereupon invited to address the meeting. He said: On 29 May, about sixty consuls took a run to Waltham, where an informal business meeting was held, and I was appointed a delegate to appear before the Board to request that more specific instructions be given to the consuls in regard to their

duties, and that, if possible, some hotel tariff should be established on which we could work. At present the consuls feel a little at sea, and don't know exactly what their duties are. If the directors would give us more definite instructions, it would assist us in our work, and be advantageous to the League in every way.

THE CHAIRMAN.—Have you not some further suggestions? I think you have some well-defined ideas as to the duties of consuls.

MR. DEAN.—There was a good deal of discussion at the meeting to which I have referred, as to whether there should be a general hotel, or a reduction, say of twenty-five per cent, from the established prices of the hotels. The general impression, I think, was that it would be impossible to have a regular tariff in this country, as they have in England,—so much for bed, breakfast, dinner, etc.,—because the hotels vary so much in price and quality that a regular tariff would not equalize things. I would suggest that a tariff of abatement, and certificates signed by the proper officers of the Board, and countersigned by the consul of the district, should be sent to the hotels, to be posted up in some conspicuous part of the office, setting forth the tariff in that hotel would help us, and help all members of the League. Then, perhaps, a list of the hotels could be published in the Hand-Book. League hotels, I would also suggest, should have some sign on the outside to distinguish them from other hotels.

THE CHAIRMAN.—I will take the liberty of bringing up another matter before proceeding with the regular order of business; namely, the question of the League badge. I know that the officers of the League take great pride in having originated the League ham, as it has sometimes been called. [Laughter.] But that badge was a compromise badge; and whatever may be said of its beauty as a work of art, or its significance as an emblem of the League,—it may stand on its own merits,—there has been a desire among some members, and I confess I am one of the number, to have some other badge which should be recognized as a distinctive badge of members of the League,—that should be sufficiently emblematic to be recognized and sufficiently unobtrusive that it could be worn by any gentleman on any occasion,—that should answer the same purposes as the Mason's square and compass or key-stone, or be like the Loyal Legion bow for the button-hole; something that could be worn either as a scarf pin or a charm on the watch-chain, or anywhere to be apparent to the eye of the wheelman looking for it, so that he might recognize a brother anywhere. I talked the matter over with one of our directors some months ago, and the result was that Mr. Lamson designed a badge, and had the kind consideration and generosity to make a specimen one for me, and I have worn it since the League met in May;

and I can say truthfully that every one

who saw it, whether a member of the League or not, approved very much of the design. In order to secure it and have its use restricted to the members of the League, Mr. Lamson has had the design patented. If the League desires to make arrangements for the badge, it need not supplant the present badge. Many members will perhaps like to have both. Many members who do not like the present badge would like to wear this, and perhaps many would wear the other who would not wear this. It has occurred to some of us, however, that the Board of Officers might like to consider the question.

The badge was handed round for inspection. It was of fine gold, and the workmanship was of the most perfect kind. The design consists of a bicycle wheel. Three wings rest on the spokes; and radiating from the hub and nearly touching, but between those wings, are the letters L. A. W. ornamentally laid on the spokes. A small stone is set in the centre.

Mr. Lamson made a few additional remarks on this subject at the request of the Chair. He said: "The badge has given so much pleasure to yourself, Mr. Chairman, and to those who have seen it, that I would of course like to see it adopted. It could be used as an alternative badge recognized by the League. I will keep the patent and furnish the badges, if desired. I thought of having them made in two or three popular styles, so that they could be worn by all wheelmen. Those who wished a finer badge could have it made of heavier and finer material, and those who wished a cheaper article could have it made of plated material at an expense of \$1.50 to \$2.00.

Mr. PUTNAM.—If this were adopted as a League or alternative badge, and the holder of the present badge should wish to exchange, could he demand and receive back the deposit made on the old badge?

The CHAIRMAN.—The Chair has considered the rule bearing on that point, and has come to the conclusion that a member who has received his badge has no option to give it up and ask for the return of his money, but that the League has the option of demanding back the badge whenever he ceases to be a member. That, however, is my personal opinion.

Mr. WISTAR.—I have sent out a number of notices for dues, and quite a number of resignations have been sent in, accompanied by a lot of second-hand badges, for which the parties requested the deposit should be returned. Those badges are battered and utterly worthless, and I think the rule referred to ought to be made an absolute one. We might take the ground that the deposit for the badges should be sunk for the benefit of the League. When a member is expelled under the rules, his badge is called in and the deposit returned; but when a member resigns, I think his deposit

should be sunk for the benefit of the League. We cannot deal in second-hand badges. I may state that several members have asked whether we had any gold badges.

Mr. SMILIE.—The question is whether it would not be placing a premium on gaining expulsion from the League in order to get back the deposit.

The CHAIRMAN read Rules 34 and 35, bearing on the matter of badges, and said: I do not think that there is anything in the rules which can convey the impression that a member could demand back the price of his badge on returning it.

Mr. SMILIE.—The question is whether the peculiar wording of the rules would not leave the impression that the \$2.00 was paid in the shape of a returnable deposit.

Mr. FERGUSON.—I would say that if the League is in a shape to return each member the \$2.00 without embarrassing the treasury, it might be well to recall the old badges and substitute the one under review. There is no doubt the small badge is much more desirable than the present one; and I have not formed such an attachment to our present badge to feel that I would not like to part with it for a better. If the League can stand paying for the withdrawal of the one now worn, I can see no difficulty in the way of making the change. I would like to ask the cost of a badge similar to that on the table.

Mr. LAMSON.—The gold badge could be made at a cost to suit the purchaser. You can make a heavy or light article with the same die. If we made many of them, I think the proper way would be to have a gold one, at the average price members would like to pay. A gold badge could be supplied for \$5.00, and a plated one for \$2.00; and if the purchaser wanted a stone, he might have a garnet or a ruby, or any inexpensive stone at the same price.

Mr. JOHNSON.—Would this badge be as durable as the military badges that are worn?

Mr. LAMSON.—The badge in gold is more durable than in silver, and this in its present shape would be as strong as anything we could get. I do not think it is necessary for the League to own these badges at all. It might adopt the design and let each man take his own badge. This is done in other organizations of a like kind. With regard to others than wheelmen wearing them, each wheelman could carry his ticket, and show it if he should be challenged.

Mr. JOHNSON.—I hardly think it would be a good plan to have two badges of different kinds, because neither badge would have the significance of being the badge of the League.

The discussion dropped, and the matter passed over for the time being.

Mr. CLARK, recording secretary, then read the minutes of the last meeting, which were approved.

Mr. PUTNAM, recording secretary, read

the following appointments, made to fill vacancies since the last meeting: T. W. Moran, of Louisville; J. D. Shatford, Central Wharf, Halifax, Nova Scotia; Richard Garvey, 47 Chestnut street, St. Louis; W. Noble Campbell, Quebec. The appointments were unanimously confirmed.

Mr. MUNROE, chairman of the Committee on Membership, reported that since the last meeting of 30 May, in Boston, when the membership was 1652, the committee had passed upon and accepted 451, making the present membership of the League 2103. Two names, one from Worcester and the other from New York, had been before them, against which several protests had been received. Mr. Pitman was the New York applicant, who wished to know whether his name could be brought forward and acted upon at this meeting. Mr. Pitman was informed there was so much evidence to be taken on both sides of his case that such a proceeding would be impossible. Mr. MUNROE, on concluding his report, said: I wish to take this opportunity of resigning the chairmanship of the Board of Membership. I shall be absent from the city during the winter, and will accordingly be unable to fulfil the duties of the office. The report was accepted.

The CHAIRMAN next called for the report of the Committee on Rules and Regulations.

Mr. CLARK.—The chairman of the committee is not present, and as the second on the list, I may state that I have had no notification of any meeting, and am of the opinion there is nothing to report on.

The CHAIRMAN said the report of the Committee on Finance was next in order.

Mr. PUTNAM.—I would remind the Chair that he presides over that committee.

The CHAIRMAN.—Well, the report of the treasurer will include such report as I could make. If there is anything to supplement after we hear his report, I will do it. I call upon the treasurer.

Mr. WISTAR.—My last report was up to the 26th of May, inclusive, and I have brought the figures down so as to include the 27th of May, and the 5th of the present month. There have been received for dues, during that period, \$804; for new membership, \$258.50; for badges issued, \$320; total, \$1,382.50. I shall have to approximate the expenses, owing to some bills that have not come in, and a few unsettled items. The total expenditure during the same period is very close to \$643.30. The balance in bank is \$1,117.36; with \$27.50, as I make it, still due from Mr. Parsons, ex-corresponding secretary, who acted temporarily as treasurer. The treasurer has issued 29 badges, besides 51 issued by Mr. Parsons, at the time of the Boston meeting. The number of members still owing dues for 1881 is 681. The amount advanced on account of the League races to-day was \$305. The report was accepted.

Mr. MUNROE, the commander, in mak-

ing his report of the races, said: We had only one medal left over from last year, but it was conceded to be a handsome one. Other amateur associations having twitted us with a want of enterprise in getting up races, and the National Association having told us that if we would get up a meet, and showed we meant business, they were ready to drop their two-mile championship race, we determined to begin this fall. The races were advertised in the official organ of the League, I am sorry to say but one, instead of three or four weeks; but I have no doubt the omission was an oversight. The medals were made to order in this city, and I think it is only due to the firm who made them to say that they were the best designed and the most thoroughly executed of any I have seen, and were certainly worth racing for. For some reason or other, the entries came in slowly, and some of the medals went begging. We were well advertised by bill posters, and the New York press kindly gave us free notices in their news columns. The *Herald* made a little mistake in saying the races would be to-morrow, and perhaps some may go to the grounds to-morrow, in consequence thereof. One reason why we did not have so large an attendance as we expected was, that our distinguished French visitors reviewed a division of the National Guard to-day, and people, of course, flock to a free show of that kind. For our first race meeting, I think we were successful enough. We had one or two good races. I heard that some ladies asked whether our meeting was a fit place for ladies to attend and I hope that those ladies who did attend will tell their friends that it is correct to go to future League races. I have to thank the gentlemen who acted as judges. I have a medal left over, and would like to know what disposition to make of it. The medals cost us \$283, including one which had to be partially made over. We got back about \$80 in gate money, and are, therefore, about \$200 out of pocket. I do not think we shall be out of pocket another year. We must consider this as an experiment, and be thankful that it has not cost us any more. The two-mile championship has gone to England. We have another English visitor with us to-night whom we should all have been delighted to see ride and take a medal, and we all regret the unfortunate accident which prevented Mr. Winter from participating in the racing.

Mr. FERGUSON.—With regard to the ladies keeping away from our races, I would suggest that if members find it absolutely necessary to ride in tights they should adopt dark colors.

The report of the Commander was accepted.

The CHAIRMAN.—The Chair will say, for the Committee on Finance, that the expenses to be incurred by the commander in promoting these races were submitted to the committee and approved by it. It was expected that the receipts at the

gates would reimburse the treasury for the amount advanced, but I do not think we need look upon the money expended as a bad investment. The annual race meeting is something we expect to promote hereafter; something which will result in interest to the League members and interest for the public, and will in future, more than to-day, be a credit to the League. There always has to be a beginning, and if the beginning is small and apparently adverse, we must look to the future for better things.

Mr. PUTNAM presented the report of the Committee on Hand-Book. He said: The committee report that they were appointed to prepare the Hand-Book by 15 August. They immediately set about the work, and have rushed it through with all possible expedition. A great deal of matter had to be gone over and rearranged and criticised very thoroughly before putting it into form for publication. The book is now finished, and the edition will be ready for distribution to-morrow. The expense will be either twenty or twenty-five cents a book, and the books may be had from the officers of the League, from the directors, or from the official organ, upon the payment of this twenty-five cents. Fifty copies have been bound in flexible morocco for the use of the officers; the balance have been bound in card covered with imitation morocco. Blank pages have been left in all practical places for any amendments or additions which may be published between this date and the next edition of the book. It contains the constitution and all the rules and amendments made up to date; a list of the officers; a list of the directors by each State, and their addresses; a list of consuls, with their business address and residence; two or three pages of general information, showing how to join the League, giving some suggestions as to the rules to be observed in riding; a list of members, — 1,652, — up to 30 May, 1881; and a code of racing rules. The riding rules were put in by the committee without the authority of the League, and we submit them to-night for the ratification of the Board, if it sees fit.

The report was accepted.

The CHAIRMAN then brought up the question of instructions to consuls, introduced by Mr. Dean.

Mr. PUTNAM.—I gathered from Mr. Dean's remarks that he thought it would be a good idea to have a committee appointed on the question.

The CHAIRMAN.—I had considerable conversation with Mr. Dean on the subject, and his suggestions seem to tend to this point: That at present there was no concerted or unanimous action on the part of the directors of the several States, and that the consuls are not co-operating in any systematic work in their departments; and his idea was that we should establish special hotel rates, and secure such other information as may be valuable to publish in a hand-book, or convey to members of the League in

some other way. His disposition was to stir up the Board of Officers, and ascertain whether something cannot be done in the direction indicated.

Mr. PUTNAM.—I move that a committee of three be appointed by the Chair to consider the best way to obtain this concerted action in regard to obtaining discounts from hotels, and such information as will be useful to touring-wheelmen, said information to be published in the next edition of the Hand-Book of the League.

Mr. MUNROE seconded the motion. He said: I am strongly in favor of stirring up matters in this direction. The best thing the League can do is to get its members something to eat at cheap rates. We hear a great deal of that sort of thing in England. Our members should travel somewhat on the same basis as commercial travellers, — that is, a great deal on their cheek, — and get meals where other people would starve.

The CHAIRMAN.—The Chair suggests that it the special duty of the directors in each State to take charge of the consuls, and it may appear that the directors need stirring up.

Mr. CLARK.—I think the great difficulty is in convincing the hotel keepers who the members of the League are. I have found, in my experience, that after talking to a hotel man in regard to his duty to the League, he has turned round and asked me what it consisted of. I would suggest that this committee, if appointed, should be authorized to issue a circular which, when presented, would explain everything of this nature to the hotel keepers.

Mr. MUNROE.—Cannot we also have our League tickets accepted as railroad passes?

The CHAIRMAN.—The Chair feels that there is a wide field for consular work, under the supervision of the directors of the States. No doubt some action should be taken to secure, if possible, special favors in hotel rates, and special favors from the railway companies. The railroads have taken to making charges for carrying bicycles. Those charges are not uniform on the different roads, and not uniform or equitable on any one road. Those two matters should engage the attention of directors and consuls. I will take the liberty of inviting Mr. Winter, as an English member, to offer any suggestions he has to make in regard to consuls and their duties.

Mr. WINTER.—Mr. President and fellow-wheelmen: I think the question of hotel tariff is a very vital one in this organization, the same as it is in the Bicycle Touring Club, of England. It was so crucial a point in that body, that the club nearly disbanded, although it had nearly 3,000 members. We found a universal tariff of great advantage to men touring throughout the country, but there were obnoxious points to it. A man would go into a hotel and have dinner, and be charged at the rate of eighteen-

pence for attendance, simply because the tariff called for it. Without the tariff he would simply have paid by the meal. Again, a man would have to pay for a chambermaid, whether he wanted her or not. (*Laughter.*) This may be reducing the matter to a *reductio ad absurdum*, but there are many things to be thought of in connection with the question of a hotel tariff. If, instead of arranging for a universal tariff, you found out through the consuls which are the best hotels to go to, and obtain a reduction in prices, I think it will be found more satisfactory. A regular tariff may make a reasonable-priced place expensive, and allow charges in certain other places which never existed before you suggested them through your tariff. Such a tariff has not worked well in England, and I do not think it would prove satisfactory here.

Mr. WISTAR.—Have you any system of publishing good routes from one point to another, on the authority of the consuls?

Mr. WINTER.—There is a very good system for consuls in England. Each consul makes out a list quarterly of the different roads within a certain radius of his place of abode, and sends it to what we call the chief consul of the district, who may have twenty or thirty consuls under him, who send such quarterly reports of the state of the roads, the hills in the district, and everything bearing upon the practicability of the roads for riding. A book is issued yearly by the chief consul, giving every particular of the roads in his neighborhood and under his control. It is considered one of the first duties of the ordinary consul to send these reports to his chief.

Mr. PUTNAM.—As I understand it, the chief consuls in England correspond to our directors.

Mr. WINTER.—Yes, sir.

The motion to appoint a committee was then adopted, and the chairman selected Messrs. Hazlett, Hodges, and Waring to serve as such committee.

Mr. MUNROE.—I would suggest that we ought to have a head-centre in England, to whom American riders could apply for information and advice. Of course we are always treated well by our brother wheelmen in England; but I think it would be better to have a man there representing the League, with whom we have a right, beyond that of courtesy and hospitality, to consult. I, therefore, move that we have a directorship in England for the benefit of English members of the League and American members abroad; and I move that our first director be our distinguished visitor, Mr. A. L. Winter.

Mr. WINTER.—This proposition has taken me by surprise. At the same time, should it be decided in the affirmative, I need only say that anything I can do in England for American brothers of the wheel will be done with hearty good will. (*Applause.*)

The motion was carried unanimously;

and Mr. Winter briefly thanked the Board for the compliment.

Mr. HAZLETT.—I move that the matter of sign-boards and certificates for hotels and any other matters properly relating to consulships, hotels, and transportation, be referred to the Committee on Consuls, and that that committee be requested to report as speedily as possible to the president, so that the report may be submitted to the Board of Officers before the next meeting, or in time for the next edition of the Hand-Book.

The motion was adopted.

The CHAIRMAN.—The question of the League badge is next in order.

Mr. ELY.—Would it not be as well to find out how many of the present badges are out? I understood the number is 300, and I think they could be called in without much loss.

Mr. WISTAR.—The defective record of my predecessor does not enable me to state how many badges were issued by him, but 300 badges have been issued since I came into office. I think it would be poor policy to undertake to make the treasurer pay back the deposits. The old badges would be a poor investment.

Mr. FERGUSON.—I hope Mr. Wistar will long continue to be treasurer of the League. He evidently wants to hold on to the money, and he is just the man we want. If there are only 300 badges, and we could induce members to take the new design, the price might be so arranged as to produce a small revenue to help the treasury. I like a treasurer who holds by the strings.

The CHAIRMAN, having called an officer to the chair said: I do not want to make it appear that I am advocating any change in favor of any particular badge; but I am strongly impressed with the opinion that, for the interest of the League, something must be done in regard to badges. The present badge, whatever may be said of it, is a badge to be worn in uniform, is certainly not one which can be worn with an ordinary suit. If any member does wear it on ordinary occasions, it is stuck as far back on his vest as possible. Now, if the League of American Wheelmen has anything on board it is ashamed of, the best thing to do is to get rid of it. We want everything connected with the League to be such as to command membership, and make it a privilege to be a member.

Properly speaking, a badge for an order like this League should be worn for distinction; worn like the Masonic emblems, for members to recognize each other. It need not be the test of League membership. The membership of a doubtful person can be verified by calling for his ticket. But suppose I am going back from New York to Boston, or train or on steamboat, and I meet a gentleman wearing one of those badges, how pleasant it would be to enter into conversation with him, as a brother wheelman! If it is true that only 300 out of 1,700 members have the present League badge to-day, after the League has been organized fifteen

months, and after the badge has been adopted a full year, there must be something the matter with that badge, or else there is something the matter with the League, and it is time we did something to remedy it. With regard to the impending bankruptcy in case we should adopt the new badge, I do not think it would bankrupt the League if all the present badges were returned; but at the same time I would be sorry to see them come back and be redeemed at their face value. I have thought the matter over, and it seems to me they would not come back. Probably many members would prefer a more conspicuous badge than the one under discussion, and would keep it. There might also be a great many glad to own two badges: the new one recognized by the League, and keep the old one as a memento, or as part of the belongings of League membership. But such a trifling matter as the cost of the present badge would not induce many to return their badges. Moreover, it is unnecessary, it seems to me, to furnish this, or any other alternative badge that may be adopted, from the treasury of the League; and if that were not done, it would simply be leaving members the privilege they have now, of buying any other badge, and wearing it if they desire to do so. With respect to an obligation upon the League to accept the return of the old badges, and to return the deposit, I cannot see that there is any legal or moral obligation on the part of the League to do that. The dues are small indeed. The treasury is called upon for a great many expensive matters, some of which it is unable to undertake, and it is to the interest of every member that the treasury should suffer as little drain as possible, but should increase; and I do not think that any member possessing any spark of loyalty to the League would want to return his badge and withdraw a dollar from the treasury. Besides, there was no promise in the rules, or in the representations under which the badges were sent out, that the money should be refunded. Perhaps it would be better to refer the matter to a special committee, or to the Committee on Rules and Regulations; but I hope some quick action will be taken, as I think the new badge will result in additional membership, and make the interest in the League better felt.

Mr. MUNROE.—It is rather mean to hit a man behind his back, but neither of the gentlemen who worked up the present badge is here. It is a bad badge, however, and has been the subject of ridicule ever since it was adopted, and the sooner we get rid of it the better. The design shown to-night is the prettiest I have seen, and I move that a design like the one submitted be adopted as a badge of the League of American Wheelmen.

Mr. CLARK.—That is without reference to recalling the other badge.

The CHAIRMAN.—Nothing is said about recalling the other.

**Mr. FERGUSON.**—I think there will be great difficulty in floating a badge at the price this will cost.

**Mr. SMILIE.**—There is a manifest improvement in this design over the old one.

**Mr. MARSDEN** moved as an amendment that the badge known as the Lamson design be recognized as a design for a League badge, and that the Committee on Rules and Regulations be instructed to make such arrangements with Mr. Lamson as they may deem fit.

The amendment was accepted, and the motion, as amended, was carried.

The matter of the Pitman application for membership was then called up; but as the two weeks notice of application had not expired, and no special motion was made, it was passed over.

Next in order was the resignation of Mr. Munroe as chairman of the Committee on Membership. On being put to vote, the motion that it be accepted was lost.

**Mr. MUNROE** explained again that it would be impossible to fulfil the duties of the position, owing to his absence from town during the coming winter. The resignation was then accepted, and on motion of Mr. Munroe, Mr. Putnam of New York was elected to fill the vacancy.

**Mr. WISTAR** moved that the Committee on Membership have authority to accept resignations, and that the corresponding secretary should notify the member wishing to resign that his resignation is accepted, provided a notice has been received from the treasurer that all dues have been paid by such resigning member, and that the badge has been returned. The motion was adopted without debate.

**Mr. MARSDEN**, of the Committee on Rules and Privileges, reported: We have not been able to have a meeting of our committee as yet. A communication has been received from Cincinnati, asking if the League cannot help the members of the Cincinnati Club with regard to some disputed highways. I have talked with an associate on the committee, who seems to think that at present the League can do nothing in this matter, especially as the Central Park is not yet settled.

**The CHAIRMAN.**—I may state, in addition to the report of Mr. Marsden, that we have received within the past few days a statement of the expenses of Col. Joslin, of Newburg, N. Y., in obtaining a favorable decision in a suit brought by the driver of a carriage against him for the alleged fright of a horse on the highway, by his bicycle. The bill amounts to \$24 or \$26, which he submitted to the League to pay, if it sees proper. Meantime he has settled it himself. We are also in the receipt of a request from the secretary of the Providence Bicycle Club, that the League shall assist Mr. Howe, who is a member of the League, in a matter which appears

to be a very aggravated one. He was riding on a street in Providence, on his own side of the way, and was obliged to get out a little on account of a team. A hack approached with the right wheels in the street-car track, and the driver, while looking constantly at the wheelman, ran into him, causing personal injury and injury to the machine. The owner of the hack, upon being appealed to, said he didn't care a d—n for the bicycle or the owner of it, but thought he had a bill of damages against Mr. Howe for scratching the hack with his machine. This hack owner is the same citizen who presented a petition asking the prohibition of bicycle riding on the streets of Providence.

The New York affair has turned out to be a severely contested case, both upon facts and law; a great deal of testimony has been taken, but no decision has been arrived at. The suit has already been an expensive one, but the expenses have been borne outside the League treasury. I have been endeavoring to induce the president of the company, who has been bearing the costs, to retain in addition to the present counsel the services of some able constitutional lawyer, of commanding character, to argue the question of law at the final hearing. The expenses so far have been \$2,000, and the expense I wish to have incurred for the purpose named will not be less than \$500. You can see how much we could do with the League treasury in a suit like that. I have no doubt myself of the favorable result of the case, but lawsuits move slowly. Perhaps a decision will be reached before November. The question as to how far the League can go in aiding those who have legal contests is an important one, and I would suggest it be referred to the Committee on Rules and Privileges to consider all these cases as well as the general subject, and make a full report. It evidently was not intended by the constitution, with the low rate of membership fee, that the League should be an eleemosynary institution to protect members from all the ills citizens are liable to; and yet it would be for the interest of the League, if it could aid in bearing the law costs in some of those suits. There ought to be some general plan in regard to this matter. My own view is, when members are brought into court for damage done by them, they ought, if they are able, to defend themselves; but when appeals are taken to higher courts, it seems to me the League should step in and see that the cause of good wheelmanship receives no detriment through cases going by default. The wheelmen of Cincinnati are forbidden by the owners to ride on the best road in the city, and one which is looked upon with as much longing as New Yorkers look upon Central Park.

**Mr. MARSDEN.**—It would be wise to determine just how far we can go in such cases. I think a test case should be carried through the courts for our future guidance.

**Mr. WINTER.**—I am afraid if you champion all those cases, you will find your funds very quickly disappear. You will become a legal-assistance association instead of a League for the good of the cause. The subject then dropped.

At the suggestion of the Chair, a motion was adopted continuing the Committee on Hand-Book in office, to make such corrections as might be deemed proper and complete the publication of the book.

**The CHAIRMAN.**—It seems to some members that the racing rules in the Hand-Book might be extended to cover team races between clubs, and heat races, and to determine other matters which come up in connection with meets.

**Mr. PUTNAM.**—The rules printed in the Hand-Book were based upon those under which the races in Boston on 4 July were run, with one or two slight amendments and corrections. They were drawn up by the Commander and submitted to the committee, and printed in the Hand-Book, subject to the approval of the Board of Officers. I move that a committee of three be appointed by the President to draw up a set of racing rules for the League, to be printed in the next edition of the League Hand-Book, after approval by a mail vote.

**Mr. WISTAR** moved that the time of payment of dues be changed from 1 June to 1 October, and that ninety instead of twenty days' grace be allowed; and Mr. PUTNAM seconded the motion, but after a brief discussion it was lost.

**The CHAIRMAN** appointed Messrs. Johnson, Whyte, and Ely the Committee on Racing Rules, and the question of riding rules was also referred to them.

**Mr. PUTNAM** read a letter from Mr. J. G. Kitchell, one of the directors of Ohio, charging certain members with racing for money. Referred to the Committee on Membership.

**Mr. PUTNAM** then read a letter from Mr. Ely, of Ohio, in regard to professionalism in the West, pointing out that the wheelmen of that section did not exactly understand what constitutes an amateur, and suggested that the League definition should be printed separate from any other matter, and circulated through the consuls. Referred to committee.

**Mr. PUTNAM.**—On 21 September, Mr. Burill, secretary of the Manhattan Club, left a note, with \$1.00 enclosed, as fee for admission into the League of Mr. William Smith, of England. Mr. Smith's name was subsequently published in the BICYCLING WORLD as a member of the Manhattan Club. A note was sent to that paper immediately that Mr. Smith was not and never had been a member of that club. I think this is something the League should take action upon. The two weeks' notice required before Mr. Mr. Smith's name could come before our committee does not expire until the 14th inst.

Mr. JOHNSON.—It is a weighty matter, and one which should be discussed with a great deal of deliberation.

Mr. WINTER.—It appears to me the nomination would be void because the particulars were not correct.

Mr. WHYTE.—I do not think Mr. Burrill's mistake should affect Mr. Smith's application. Let him send in a new application.

Mr. CLARK.—If he should be rejected now, the corresponding secretary ought to apprise him of the reason therefor. He could put in another application as an unattached wheelman. It would appear very strange, now, after he has won the amateur championship of America, if we should prevent his coming into the League on account of this erroneous letter. It would seem a little like pique or jealousy.

Mr. PUTNAM.—It was either a mistake or a misrepresentation on the part of Mr. Burrill. It is a question with me whether the secretary of the Manhattan Club should not be censured or criticised in some way or other.

The CHAIRMAN.—The Chair would suggest that a motion be made instructing the Committee on Membership to investigate the matter, and report to the Board of Officers. I do not think it proper to pass a vote of censure without having the matter investigated.

Mr. PUTNAM.—I do not think myself a vote of censure should be passed without affording Mr. Burrill an opportunity to explain. I move that the Committee on Membership be instructed to report the name of any member in whose application a misrepresentation has been made, as they would in the case of an application where objection has been made.

The motion was adopted.

The CHAIRMAN stated that he had received a communication from the Arlington Club of Washington, announcing their withdrawal from the League as a club. So far as he knew, the rules did not contemplate any club membership. Several members of the Arlington, he was informed, retained their membership in the League.

Mr. WHYTE.—I understand the reason why they withdraw as a club is, that they see no advantage in belonging to the League. I think it results from spite because the last League meeting was not held in Washington.

Mr. PUTNAM moved to refer to the Committee on Membership. Carried.

On motion of Messrs. PUTNAM and WISTAR, allowances of \$250 each were made for the expenses of the corresponding secretary's and the treasurer's offices, an accounting of the expenditures to be made to the Board.

The meeting then adjourned.

FRAMINGHAM BI. CLUB.—Additional: A. B. Blanchard, South Framingham, Mass.

# CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF  
BICYCLES AND TRICYCLES.  
(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.  
*Sole Proprietors of the Famous*

## HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

*SEND THREE-CENT STAMP FOR CATALOGUE.*

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

## HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

### DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, \$12 per year.

### CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander,  
628 Market Street.

### CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.  
NEW HAVEN. American Bicycle Co., 79 Orange Street.

### ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

### MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkely Street.  
C. R. Percival, 96 Worcester Street.  
Elastic Tip Co., 157 Washington Street.  
Pope Manufacturing Co., 597 Washington Street.

### MONTANA.

HELENA. W. E. Norris.

### NEW HAMPSHIRE.

PORTRSMOUTH. C. A. Hazlett, First National Bank.  
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

### NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

### OHIO.

LIMA. Gale Sherman.

### PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.  
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

### RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

### A. J. PHILBRICK & CO.

MANUFACTURERS OF

## BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

### A. J. PHILBRICK & CO.,

SALEM, MASS.

### PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

### STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

## ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

### SINGER & CO., COVENTRY.

### THE BEST WAY TO KEEP Your Bicycle from Rust

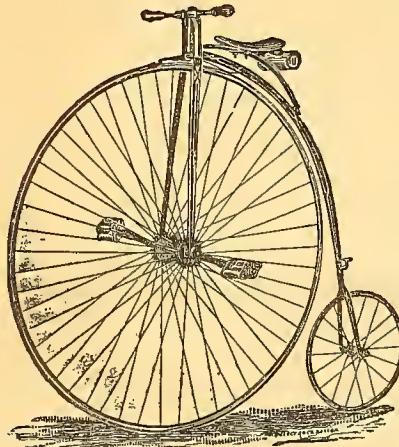
Is to wipe it over every day. The next best is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for \$1.00. Cannot be sent by mail. Address

A. B. BROWN & SONS, WORCESTER, MASS.  
CUNNINGHAM & CO., Boston Agents.

\$75.00

\$95.00

# SPECIAL ANNOUNCEMENT.



*WE have in stock less than one hundred and fifty of our well-known Cone Bearing*

## "STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of \$75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at \$95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently out-spin and outlast any other bearings; and they are easily adjustable.

This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,  
Manufacturers' Importer of  
BICYCLES & TRICYCLES  
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL

— AND —  
MANUFACTURERS' ADVERTISER.  
Edited by — CHARLES CORDINGLEY.

Subscriptions received at this Office.

One year.....	\$2 25
Six Months.....	1 15
Three Months.....	60

Specimen copies sent from

146 Fleet St. — London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only \$4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"  
BICYCLIST'S HAND-BOOK for 1881  
IS NOW READY! 300 pages. 150 Illustrations.  
THE INDISPENSABLE

Gives full particulars of all the latest Novelties in Bicycle construction.  
Gives minute constructional details of every Machine in the market.  
Contains the only complete Directory of Manufacturers.  
Has been thoroughly revised up to date, with Copious Addenda of Latest Introductions.  
Is the only reliable book published on the Bicycle, and Should be read by every Rider.  
Should be read by every one who intends purchasing a new Machine.  
Is INDISPENSABLE TO EVERY ONE.

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Cyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,  
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE  
ORGANE BI-MENSUEL  
Des Véloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.  
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, \$1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ  
THE 'CYCLIST,'

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"  
And C. W. NAIKY, Author of "The Bicycle Annual."  
PUBLISHED EVERY WEDNESDAY.  
PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From LILLIE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST' only \$3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,  
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, LONDON,  
54 Lime Street, ENGLAND.

Can supply any make of English Bicycle or Tricycle at a liberal discount for cash from manufacturers' price lists.

CLUB UNIFORMS,

And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rowing, Skating, Boxing, Fencing and all Athletic Sports.

GOY'S CALENDAR OF SPORTS AND PRICE LISTS  
FORWARDED FREE.