

Bicycle World

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CURRENTE CALAMO

A CRESCENT Club bicycler's girl is so modest that she never can speak of his leggings,—she invariably calls them "limbs."

THE Charleston, S. C., Bicycle Club elects a surgeon on its board of officers. We fear the Carolinians are reckless riders or that their roads are rather rough.

We are glad to see so many daily and weekly newspapers opening bicycle departments in their columns. It indicates the rapidly growing interest in the wheel in this country.

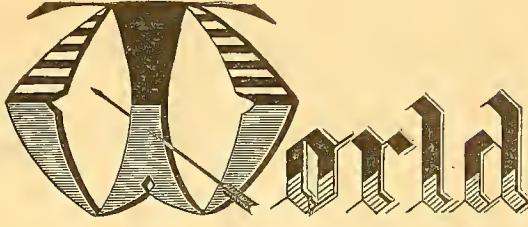
WE have received from the secretary of the Capital Bicycle Club, of Washington, a neatly printed copy of that club's constitution and by-laws, revised, for which, "Thank you."

THE morality-instilling effects of the wheel is evident from the fact that those young riders who have hitherto been more or less addicted to profanity, now swear only "Bi Cycle!"

THE latest unkind cut the "silent steed" has received, was when a Crescentaur, riding through the Highlands recently, was greeted by a small Irish waif, with, "Say, misther, is that a lishum (license)?"

THE Spider sunshade (called "Japanese," by the æsthetic dealer) ought to be prohibited in our public thoroughfares, or else have its claws "buttoned," for of all the insidious inventions for eye-gouging and ear-tearing, this, in the hand of recklessly uncertain woman, is the most terrible.

THE Ariel Bicycle Club of Chicago is almost the exact counterpart of the Hermes Bicycle Club of Providence, even to parts of their uniform, jackets and breeches being the same, composed of fine, handsome, enthusiastic young fellows, sons of wealthy men. These two clubs promise well for the future of bicycling in America.



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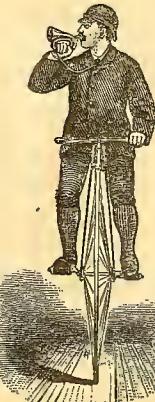
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THE Chelsea Club don't claim the largest number of members, but it can boast the tallest wheel; one of its members controlling a 60½ inch machine. There are also two 58-inchers, and four 56-inchers, and lots of 54s in the club.

WITH such excellent roads as Malden possesses, and which her sensible authorities keep in such good order, it is surprising that the number of her bicyclers does not increase more rapidly. No suburban town nor city about Boston averages so good roads.

MILWAUKEE is architecturally a fine city; but when the visitor sees handsome bicycles gracefully bestowed about the entrances of these fine buildings, while the owners, business men, bank and telegraph messengers, etc., are busy within them, a most novel and pleasing effect is given.

MEMBERS of the Boston Bicycle Club propose to go with their wheels by steamer "Admiral" to Gloucester next Saturday, and return thence by bicycle, Sunday. A Chelsean wheeled the entire distance — 29 miles — June 17, without once dismounting.

NOTICE TO CORRESPONDENTS.

ALL communications intended to reach the Editor's attention should be addressed to Editor BICYCLING WORLD; and business letters should be addressed to E. C. Hodges & Co. In each case to 40 Water Street, Boston.

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EDITED BY

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C. W. NAIRN,

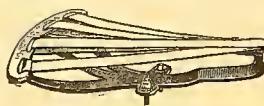
Author of "The Bicycle Annual."

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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. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 8 JULY, 1881.

ON Saturday morning, 2 July, 1881, at about 9.30 o'clock, James A. Garfield, President of the United States, while in the station of the Baltimore and Potomac Railroad at Washington, was shot by one Charles Guiteau, a Frenchman, and probably insane. At the time of this writing the President is still living, and with some prospect of ultimate recovery. A gloomy anxiety pervades all classes throughout the land, mingled with an eager, sympathetic craving for intelligence of each later phase of his condition. The press of the whole country, North, South, East, West, and representing all shades of political sentiment, is emphatic in denunciation of the crime and in the expression of sympathy and sorrow for the beloved chief magistrate as a man no less than indignation for the outraged law; and it is no slight cause for national congratulation, even under the shadow of this terrible calamity, that not a syllable of intelligent newspaper comment attempts to impute the crime to any other source than the personal spite and insane recklessness of this man Guiteau. A few unthinking and ill-informed persons in private occasionally attempt to connect the tragedy directly with the notorious political strife which have agitated the land during

several months past, but the more sober-minded observers of current events attach no weight to these opinions.

THE LEAGUE MEETING.

I AM very glad to see that President Bates is agitating the subject of the organization of the League and the method of conducting the annual meeting, at which each member is supposed to cast a vote, while, in fact, as was demonstrated at the last meeting, less than a third do so. It would seem that all questions of the government of the League might be safely left with the board of officers, except that at the annual meeting the consuls might be allowed vote and voice. In this way you would get delegates of the best sort. First, you have the officers, who are men of some ability; second, you have two directors from each State, who are chosen for their representative character; and third, you have the different towns represented by consuls, who can easily receive instructions from the L. A. W. members in their districts. The only question in which the individual members are particularly interested is the election of officers. How and by whom shall these be elected? is the question with which we have now to deal. Shall they be selected by delegates, or shall they be elected by the votes of each and every member of the League? Put these questions to each member and what will be his answer? That he is a member, paying \$1.00 a year for the privilege, and that he should like to have his little say as to who should be the governing power of the L. A. W.; and who can blame him? I think the club should not be taken as the unit, as I know personally the system is defective. For instance, a man joins a club and his name is sent in for membership to the League as a member of that club; but if before the annual meeting he resigns, or for any reason ceases to be a member of that club, he is still a member of the League and the club gets his vote in making up the total from which to select its delegates. Again, if a member of a club has joined the League, but ceasing to be a member of that club joins another, the first and not the second gets the benefit of his vote. I know of a case of this kind at the last meeting of the League, where a club lost the votes of members on account of their having joined the League from another club and got the benefit of the votes of League members who had resigned from the club.

As a matter of fact, in this instance, it made no difference, as they could not have got another delegate. But one can readily see that if the club is taken as the unit, such changes as this might make a difference of ten or more votes to the club. As to appointing delegates from the States, I think the system would be complicated in the extreme, and will be less satisfactory than leaving the whole matter to those who are able to attend

the annual meeting. I think each member should have a chance to cast one vote, but owing to the great distances some will have to travel, no matter where the Meet is held, this is impossible where presence is made necessary to the casting of a vote.

I would suggest a method of voting, leaving the details of system to be settled by the League officers, who are well able to cope with the question. Let the officers of the L. A. W., or a committee appointed for the purpose, select two or more candidates for each office, have the names of the candidates and the office for which they are to be chosen printed on blanks, and send one of the blanks to each member of the League, with instructions to scratch out the names of those he does not desire to vote for, and return the blanks to the secretary or some one appointed for the purpose. This method would be simple, and give each and every member of the League a chance to express his preference, and would do away with the caucuses which were so prevalent at the last meeting. LONDON W.

THE UNKNOWN MACHINE.

ONE night as a savage policeman was walking
His beat by the street-lamp's faint, uncertain glim,
He espied a young man, whose strange manner of talking
Showed plainly enough that his mind was quite dim;
And the "cop," slowing grasping the whole situation,
Saw the man was quite small, so without hesitation
He gobbled him up, took him off to the station,
Where the captain in charge pronounced him insane.

Away he was sent to the home for the chronicos,
Where he gibbered and raved in a way that was sad;
They could give no relief with their drags or their tonics,
And they all gave him up as one hopelessly mad.
But one day as a doctor, a lover of wheeling,
Passed him, rigged for a ride, there seemed to be
stealing
A light o'er his mind, and he asked, with much feeling,
The doctor to pause and hear his sad tale:

THE TALE.

"It was only last spring that I first took to 'cycling,
The sport was seductive, the enjoyment was keen;
I soon got to be quite an expert in riding,
And thought I must get me a better machine.
O sad was that thought, which has caused all my anguish,
And brought me to this horrid place where I languish,
And created these fancies I never can vanquish,
O bitter the day when I first learned to ride!

"I looked at the Harvard, the Special, the Humber,
The Timberlake, Standard, the Pacer, the Yale,
The Shadow, the Challenge, and so on without number,
And was shown how each one had some points that
would fail.
I was told of the relative friction and wearing
Of the straight, cone, single, and double-ball bearing;
And discovered in each there were faults the most
glaring,
And was quite at a loss to decide what to get.

"I examined all kinds of spokes, handles and treadles,
Heads, brakes, felloes, tires, lamps, backbone and
spring,
Forks, bells, cranks, steps, hubs, saddle and pedals,
Till I fell I was sure I had seen the whole thing.
All these facts I most carefully studied, and making
This my only concern in my hours of waking,
For days and for weeks, I settled on taking
The machine I considered the best, called the . . ."

A choke and a gasp, but the doctor, who, fearing
That he might not catch all that the poor fellow said,
Had drawn closer to him, to be surer of hearing,
Failed to find out the name or the make. He was dead.
We know not where he's gone, but we hope that he
either
Takes his spins in the blue super-ambient ether,
Or on roads that are perfect, where he shall find neither
Hills, mud, sand, nor bad weather to trouble him more.
F. W. B.

WORCESTER, MASS.

WHEEL CLUB DOINGS

WASHINGTON, D. C.—The Arlington Bicycle Club has removed its headquarters to 813 South street, N. W.

MICHIGAN UNIVERSITY BI. CLUB.—This club is rapidly growing, and will have over fifty members this year, probably. So says President Bates.

BOSTON BI. CLUB.—Thatcher Goddard has been expelled from the Boston Bicycle Club for non-payment of dues, and his name is hereby published in accordance with the by-laws of the club, Art. XIII.

J. S. DEAN, *Sec'y.*

MELROSE BI. CLUB.—This club was organized in Melrose, Mass., last week, with nine members, and elected the following officers: Captain, George P. Merrill; secretary and treasurer, F. H. Bosson; bugler, C. D. Jefferson. The color of their uniform is dark green, and they made their first run last Monday, to Chelsea beach.

THE NEW BEDFORD BI. CLUB was formally organized Monday evening, 27 June. A constitution and road rules were adopted, and the following officers were elected: W. M. Butler, captain; H. L. Dwight, secretary and treasurer; O. F. Bly and J. B. Bradford, club committee. The club now numbers eight, and others have signified their intention of purchasing machines and becoming members. The club is indebted to Mr. George F. Hussey, of the Baltimore Bicycle Club, for valuable aid in bringing about the organization.

A CLUB was formed in Scranton, Penn., recently to be known as the Scranton Bicycle Club. The following officers were chosen: President, E. B. Sturges; vice-president, Geo. Sanderson, Jr.; captain, A. J. Kolb; lieutenant, W. B. Rockwell; guide, J. Pantecost; secretary and treasurer, James Fish. The club are to adopt the gray uniform, and will soon be in trim for excursions, meets, etc. The "Columbia Standard" is the favorite machine, and is well adapted to the roads in this vicinity. Scranton will not be behind in the future in the bicycle world.

CHARLESTON, S. C.—*Editor Bicycling World:* On 27 May we formed a bicycle club here, to be known as the Charleston Bicycle Club, with twelve members; and from present appearances we shall soon have many more. The following officers were elected: President, E. H. Frost; vice-president, A. L. Bristol; captain, J. Alwyn Ball; sub-captain, John Morose; secretary and treasurer, L. M. Beebe, Jr.; surgeon, C. Buntin Colson; bugler, W. R. La Roussiere. The remaining members are J. K. Connor, William Crafts, Will. R. Sofield, Frank J. Bristol, J. K. Blackman, Julien Breese. At our last meeting, Mr. Max Hansman, of the Capital Bicycle Club, of Washington, D. C., who was in

our city at that time, was elected an honorary member. Our uniform consists of coat, breeches and stockings of navy blue, with white flannel shirt and cape; our colors, gold and cardinal. Will report to you regarding roads, etc., in this vicinity before long.

L. M. BEEBE, JR., *Sec'y.*

MILWAUKEE BI. CLUB.—Our late worthy secretary, Mr. Angus S. Hibbard, is suffering from a sprained wrist, in consequence of a header taken on one of his country excursions. Though every member of the club is very sorry for that, they still have another misfortune to relate, namely, the resignation of Mr. Hibbard as secretary, and his departure from Milwaukee to fill a position at Minneapolis, Minn. Mr. Hibbard has been the leader among us, one of the chief organizers of the club, the prime mover and hard worker in all that which has resulted in the present flourishing condition of our club and especially the bright prospects of a jolly good time and the complete success of our coming July Meet. But what is our loss will be to Minneapolis gain; they will have a royal, sociable fellow, and an excellent bicycler and bi. chum; and we will have to content ourselves with singing the songs he has so ably composed and left with us. Our July run is booming, and we are beginning to consult "old prob." as to weather.

ALLEN J. BEAUMONT, *Sec'y pro tem.*

CAPITAL BI. CLUB.—At the last regular monthly meeting of the Capital Bicycle Club, of Washington, D. C., the following were elected officers for the ensuing term of six months, commencing 1 July: President, C. E. Hawley; vice-president, H. M. Schooley; captain, C. G. Allen; sub-captain, J. M. Lewis, Jr.; jr. sub-captain, F. H. Noyes; secretary, L. W. Seely; treasurer, Jno. Swinborne; ex-commanders, F. D. Owen, C. F. Goodell. The club was reported as being in a very prosperous condition, so much so that new and handsomely furnished club-rooms are talked of, and without doubt will be had before the summer is over. The members are in fine trim, and every evening, from eight to twenty men can be seen out on an impromptu run about the city, or through the Soldiers' Home grounds, where the coasting is fine. Many persons have expressed wonder that we should have room to race when we stated that the course was nineteen and one half feet from the curbstone, but they forget that the narrowest street we have is forty feet, and the widest, one hundred and sixty, the average being about ninety feet; while nearly all of the thirty-nine avenues are one hundred and sixty feet in width, the narrowest one being eighty-five feet. If the New England bicyclers could call on us as often as the Baltimore men do they would soon know what the "Wheelman's Paradise" means.

EDWIN H. FOWLER, *Sec'y.*

WASHINGTON, D. C., 28 June, 1881.

ÆOLUS WHEEL CLUB, WORCESTER, MASS.—One of our number has been casting his eyes over the twenty members of the club, and finds the average height 5 feet 8 inches; with the shortest man, 5 feet 5 inches; and the tallest, 6 feet 2 inches. Average weight, 134 pounds; with the lightest, 116 pounds; and the heaviest, 155 pounds. Average age, 27 years; with youngest, 19 years; and oldest, 37 years. Average size of wheels, 52½ inches, with smallest 48 inches, and largest, 58 inches. Seven of our men are married. Eleven ride Standard Columbias; 4 Harvards; 2 Special Columbias; 2 Premiers; 1 Duplex Excelsior. The club has been presented with a gold badge and a set of colors, to be contested for once in six weeks by the members. The following is a list of the feats to be performed, with the number of points to be awarded for the best, second best and third best performances, the badge to the one scoring the highest total, and the colors to the second highest:—

SCHEDULE OF POINTS FOR THE THREE BEST PERFORMANCES.

1	Stand astride small wheel, run, left foot on step, into saddle, and dismount on left side with treadle.	3	2	1
2	Stand astride small wheel, left foot on step, push three times with right foot, into saddle, and dismount backwards astride of backbone.	3	2	1
3	Stand astride small wheel, right treadle forward of centre, right foot on treadle, into saddle, and dismount over wheel with brake.	6	4	2
4	Stand astride small wheel, left foot on hub, into saddle, and dismount on left side without treadles.	6	4	2
5	Stand astride small wheel, step forward with left foot, then right foot, then left foot on step and into saddle without springing.	6	4	2
6	Stand on left of machine, left treadle down, left foot on treadle, throw right leg around over backbone and handles to ground.	6	4	2
7	Ride fifty yards and return with left leg over handle, and left hand off handle bar.	6	4	2
8	Stand astride of small wheel, left foot on step, push three times with right foot, put right leg forward over right handle bar, then into saddle	9	6	3
9	Stand astride small wheel, right treadle forward of centre, left foot on step, spring, striking treadle with right foot, and down to saddle.	9	6	3
10	Stand astride of small wheel, run, mount, and ride as far as possible without touching treadles.	9	6	3
11	Stand astride small wheel, run, left foot on step, right foot on right treadle, take left foot from step as right treadle comes up, and into saddle.	9	6	3
12	Walk on left of machine, left hand on handle, right on saddle, and vault into saddle.	12	8	4
13	Stand astride of small wheel, run, left foot on step, right foot around to left of backbone, and into the saddle.	12	8	4
14	Stand on machine, hands on handles.	12	8	4
15	With machine standing still, mount, stand on saddle, and dismount without machine falling.	12	8	4
16	Mount, slip back over saddle, and ride on backbone with both feet on treadles.	12	8	4
17	Stand on left of machine, left foot on hub, into saddle, and dismount by throwing right leg over handles.	12	8	4
18	Stand astride small wheel, run, left foot on step, right foot on saddle, and then left foot.	12	8	4
19	Stand on saddle on right foot, left leg and body horizontal.	12	8	4
20	Ride ten yards with left foot on step and right foot on left treadle.	12	8	4
21	Stand astride small wheel, both hands on saddle, walk and vault into saddle.	18	12	6
22	Ride ten yards side saddle.	18	12	6
23	Stand on left of machine, left hand on handle, right on saddle, and vault into saddle.	18	12	6

24 Dismount while machine is in motion, pick up handkerchief from ground, and remount before machine falls.	18	12	6
25 Stand on left of machine, left treadle forward of centre, left foot on treadle, and into saddle.	18	12	6
26 Stand astride small wheel, both hands on saddle, and vault into saddle.	18	12	6
27 One hundred yards slow race.	21	14	7
28 Stand on left of machine, both hands on handles, walk and vault into saddle.	21	14	7
29 Stand on left of machine, left treadle forward of centre, left foot on treadle, right foot over backbone and right handle bar, into saddle, and ride with left foot.	21	14	7
30 Walk on left of machine, left foot on treadle as it comes up, and into saddle.	21	14	7
31 Standing still.	24	16	8
32 One-half mile race	30	20	10
33 Two mile race	30	20	10

The first contest will take place 13 July.

By these contests we hope to increase the interest in bicycling, and to show up some good riders in our club by fall.

ÆOLUS.

MEET OF THE PHILADELPHIA, GERMANTOWN AND CENTAUR BICYCLE CLUBS.—Nature could not have been more propitious than she was yesterday afternoon, and if the second meet of bicycle clubs in Fairmount Park had been better managed evening would have found the three thousand people who assembled at the Exposition Building to see the riding much better satisfied than they were. The marshals of the day were not numerous enough to keep the crowd back, and consequently only about one half of the spectators saw any of the evolutions of the riders. The turnout of bicyclists, attached and unattached, was larger than any one expected, and the exhibition of fancy riding or contortion acts on the treacherous bicycle was excellent. Over one hundred members of the Philadelphia, Germantown, Pegasus and Centaur Clubs appeared on wheels in the parade. J. E. LeConte, of the Pegasus Club, was the commander, and the marshals were: G. D. Gideon, Germantown Club; H. A. Blakiston, Philadelphia Club, and R. G. LeConte, Pegasus Club. The parade was to have begun at 4.30 o'clock, but it was after 5 before the wheelmen got into line. Among the most expert riders present were F. W. Corse, H. Dennison, J. O. Pennel, Dr. Weightman, Caleb Roberts, Dr. Muehler, H. B. Hart, D. Mears, D. Kelly, C. F. Cope, G. C. Thomas, C. M. Hudders, G. N. Osbourne, J. I. Miller, John Ferguson, Samuel Lewis, J. Gibson, H. Longstreth, Z. B. Fox, Charles N. Mason, D. V. Potter, M. R. Maxwell, J. S. Mowbrey, H. A. Blakiston, G. D. Gideon, W. E. Montelius, T. K. Longstreth, Dillwyn Wistar, Edward King, J. E. LeConte, T. B. Lukens, James Freidly, Alexander B. Bowen, and W. R. Tucker. After circling around the Main Building two or three times for the edification of those who got near enough to see them, the riders dismounted, and by their united efforts opened a small circle of space in the crowd. In this circle two riding matches for gold medals were contested. The gentlemen who contested for the prize for fancy riding were C. Frederick Cope and Daniel Mears, of the Pegasus Club, and George Wilder, who rode an

American Star Bicycle with the small wheel in front. After each of the riders had taken a "header" and enjoyed numerous falls, the prize was awarded to Mr. Cope. This exhibition was very interesting and the crowd applauded the contestants right heartily. The starters in the slow race were Frederick Corse, of the Germantown Club, and C. F. Cope and D. Mears, of the Pegasus Club. Cope carried off the prize—a gold medal. After the races the wheelmen formed in line and rode to Bryn Mawr, where they enjoyed an excellent supper.—*Philadelphia Times*, June 26.

ELIZABETH ATHLETIC CLUB.—Bicyclers mustered in force at these sports, which took place on Thursday afternoon at five o'clock. Messrs. J. Frank Burrill and F. W. Fullerton of the Manhattan Bicycle Club, and W. J. W. Roberts, of the Staten Island Athletic Club, officiated as judges, while Joseph Lafon of the Manhattan Bicycle Club, efficiently filled the onerous position of referee.

The first race, half-mile heats, best three in five, for those who had never won a first prize, boasted of eleven entries, of which ten appeared at the post, and to the surprise of those who witnessed the falls at the last meeting of this club they were started in one heat. We feel we cannot too strongly condemn this style of bicycle racing. To allow of any reasonable safety, there should not be more than four starters in a race on a track of the dimensions of the Elizabeth track. As it was, the contestants were placed in two rows, and we noticed at the start one rider in the rear row run into a gentleman who had started one of the front riders. Fast time can never be accomplished in this way, and for the future we would advise the committee to substitute preliminary heats, the winners of which would compete in the final. Appended are the results of the races:

Victor R. Value, Union Bicycle Club; M. N. Brewster, Elizabeth A. C.; J. Montie Austin, Kings County Wheelmen; H. O. Talmadge, Yonkers Bicycle Club; W. J. Duane, Edgewater Wheels; Edward K. Austin, Kings County Wheelmen; A. C. Bedell, Essex Bicycle Club; D. K. Este, Edgewater Wheels; N. H. Day, Edgewater Wheels; W. N. Edelsten, Elizabeth, A. C.

First heat. Value got off with the lead. Bedell took the first place on entering the second lap, and maintained it to the finish, Talmadge a good second. Duane and Day saved their distance. Time 1 minute 54 2-5 seconds.

Second heat. Talmadge took the lead at the start, Bedell holding second; entering second lap Bedell took the lead which was again wrested from him by Talmadge. On the last lap Bedell fell. Talmadge and Duane made a capital race, the first-named winning by one yard. Bedell claimed a foul and was consequently allowed to start in following heats. Time, 1 minute 54 seconds.

Third heat. Bedell dashed off with the lead, which he maintained to the

finish. Close race between Talmadge and Duane for second place, which was ultimately taken by Talmadge.

Fourth heat. Duane got off with the lead, which was taken at three fourths of a lap by Bedell, who held his lead and won by about 1½ yards.

Bedell thus took first prize, Talmadge second.

Mile heats. Best 2 in 3. All not distanced to start in each heat. Distance post, 50 yards. W. M. Woodside, Manhattan Bicycle Club; Edward F. Fiske, Williamsburg, A. C.; Wm. H. Austin, Kings County Wheelmen; Geo. Hooper, Kings County Wheelmen.

Fiske took the lead at the start, being deprived of it by Hooper in the first lap, who led till the third, when Woodside went to the fore, and increasing his lead, won by 60 yards, thus distancing the other competitors and winning outright. Time, 3 minutes 41 seconds.

After a considerable lapse of time the distanced competitors in the mile race appeared to ride for second medal. A capital race ensued, Austin and Hooper alternately leading till the last lap, on entering which Austin unfortunately lost his pedals and took a tremendous header, leaving Hooper an easy victory. Time, 4 minutes 11 seconds.

During the interval between the heats Mr. Chickering gave an entertaining exhibition on the new Star Bicycle. He rode a 51-inch and seemed able to do anything on it. The races were a success.—*N. Y. Sunday Courier*.

GLANCES ABROAD

THE INTER-UNIVERSITY BICYCLE RACES.—These races took place 16 June, on the O. U. A. C. grounds, Iffley road. Results: Two-mile race, G. D. Day, St. John's College, Cambridge, 1; H. Oeschger, unattached, 2; C. A. E. Pollock, Trinity, Oxford, 3; D. R. Smith, Queen's, Oxford, 4; Day won by two yards; time, 5 minutes 52 seconds. Three-mile handicap, open to all members of the University—L. O. Andrews, Christ Church, 150 yards start, 1; W. D. Pollock, Christ Church, scratch, 2; C. Philpott, unattached, 10, 3; won by two hundred yards; time, 10 minutes 14 seconds. Ten-mile race—D. J. S. Bailey, Jesus, Cambridge, 1; W. Oeschger, unattached, Oxford, 2; F. F. Lowes, Trinity, Cambridge, 3; M. H. Jephson, Hertford, Oxford, 4; O. P. Fisher, Jesus, Cambridge, 5; C. Wigan, Hertford, Oxford, 6; won by three yards; the same distance between the second and third; Jephson close up; time, 30 minutes 48 2-5 seconds. Twenty-five mile race—G. D. Day, St. John's, Cambridge, 1; H. Muir, Corpus, Cambridge, 2; M. H. Jephson, Hertford, Oxford, 3; H. Nicholls, St. John's, Cambridge, 4; E. B. Newenham, Queen's, Oxford, 5; D. R. Smith, Queen's, Oxford, 6; W. F. Buckley, unattached, Oxford, was absent, and M. H. Jephson rode in his place; won by eight yards, Jephson, who rode very pluckily throughout, finishing third,

about half a lap behind; time, 5 miles, 15 minutes 49 seconds; 10 miles, 31 minutes 50 seconds; 15 miles, 48 minutes 8 seconds; 20 miles, 1 hour 5 minutes 4 seconds; 25 miles, 1 hour 22 minutes 40 seconds.

A. H. LLEWELLYN-WINTER has delayed his proposed bicycle tour of the United States until September, when he expects to bring a large party with him.

H. L. CORTIS, the amateur champion of England, now rides a 59-inch "Invincible" racer. He rode a 60-inch wheel last year.

M. TROUVE, a noted French electrician, rides an English-made tricycle propelled by electricity. As yet he only runs at ordinary speed, but is confident that with some slight changes he can easily accomplish twelve or fifteen miles an hour.

HOWELL, the English one-mile "champion of the world," and wearer of the champion belt (valued at \$250), is not yet nineteen years old.

Now whoa! my gallant bicycle!
My nickel-plated steed!
Thou 'rt cleaner than an icicle,
Thou art of noble breed!

They talk of Foxhall, Iroquois,
And Luke the Blackburn nag;
It's stale and ancient stuff, my boy,
A jockey's maudlin gag.

Now fly my gallant glitterer!
No spoke of thine be seen!
We'll see who shall be twitterer
When halts my courser keen!

GLEANINGS FROM EXCHANGES

THE trial of the Central Park (New York) bicyclers has been postponed to the 15th inst.

BICYCLISTS will be allowed to ride over the roads in the Park, in Philadelphia, allotted to them, at any hour of the day.

DENSMORE, of the Philadelphia Bicycle Club, has been making a tour of New Jersey on his bicycle. He travelled at the rate of seven miles an hour.

IRVING K. TAYLOR writes from Milford, Pa., that the roads out there are elegant, and that he hopes some of the city 'cyclers will pay him a visit.

E. L. DAVENPORT, writing from Canton, Pa., finishes his letter thus: "If any of the boys want a delightful spot to spend a month, with good roads and a half-mile track, a mile from the town, tell them to come up here."

E. HICKS, the rider of the celebrated Star bicycle, has entered for the ten-mile race at Philadelphia, with one and one half miles start of Price.

Two members of the Mercury Bicycle Club made a day's excursion on Long Island last Tuesday. They took the cars to Jamaica, at which place they mounted their wheels and rode to Mineola, Glen Cove, and thence to Locust Valley. After three hours' rest, they returned by way of Glen Cove, Roslyn, Manhasset, Little Neck and Flushing, arriving at the latter place at dark. They report the road from Jamaica to Mineola very fair, and

from Little Neck to Flushing macadamized and in excellent condition. Most of the other portions of the roads travelled were sandy, and between Roslyn and Little Neck very hilly.—*N. Y. Sunday Courier*.

RACES

THE JULY FOURTH RACES ON BOSTON COMMON.—These races drew an immense concourse of spectators to the Common, the number being estimated at twenty thousand, the people filling every available space on the ground where a view could be had, and in many instances extensively utilizing the house-tops on Beacon street. The city committee, comprising Lucius Slade, chairman, and William Frost, William F. Wharton, and Nahum M. Morrison, having the matter in charge, had the grass clipped and the turf rolled for a four-lap track of twenty feet in width, which, although making a hard and elastic road-bed, was necessarily somewhat uneven, and prevented very fast time being accomplished, and in several places these imperfections were such as to render racing dangerous to the equilibrium of the riders. The latter, however, previous to the races, rode over it sufficiently to get tolerably familiar with its inaccuracies.

Soon after 1 o'clock the first race was called. This was the one-mile amateur race, the prizes being gold and silver medals for first and second respectively. There were five started in the race, being S. T. Kaulback, of Malden; H. H. Duker, of Boston; Leo R. Robete, of Boston Highlands; H. E. Lombard, of Cambridgeport; and W. M. Woodside, of New York. The start was made without disorder, and the wheelmen soon got into their work, and distances between riders began to widen, and by the time the third lap was reached it was evident that Woodside had the race at his ease, while the contest for the second place was still stubbornly maintained by Kaulback and Robete; but afterwards the latter steadily lost ground to the finish, which brought Woodside to the judges in 4.47, Kaulback in 4.17, and Robete in 4.35, and the rest came straggling in at various distances apart.

The next was the first heat of the two-mile professional race, best two in three, prizes \$100, \$75, and \$50, for first, second, and third, respectively. There were five contestants,—John M. Wilson, of Boston; George W. Harrison, of Boston; Albert Pierce (colored), of New York; H. A. Donaldson, of Washington, and Frederick L. Rollinson, of New York. This proved one of the most interesting contests of the series, three of the men seemingly evenly matched in the struggle for the first place in all three heats. All started fairly and kept well together during the first two laps, with Harrison leading and hard pushed by Pierce, while Wilson and Rollinson alternated as third and fourth, although it was evident that

Rollinson was not exerting himself, and this opinion was confirmed, as in several of the succeeding circuits he forged ahead to second, and contended with Harrison close on the small wheel of Wilson. Pierce also made several spurts for second, but speedily fell back each time, while Donaldson was now hopelessly in the rear. The last two laps showed a hard push between Wilson and Rollinson for first, Harrison being already booked for third, and the interest of the spectators was most intense, and cheer after cheer greeted each of the two leaders as now one, then the other, shot ahead, till the final turn of the oval brought Rollinson to time in 8.34, with Wilson pushing close after in 8.57, while Harrison recorded 8.14, followed later by Pierce and Donaldson in that order.

Next was the first heat of the half-mile amateur race, best two in three: prizes, gold and silver medals for first and second, respectively. The starters here were Kaulbach, Duker, Lippitt, Robete, George E. Whittaker, of Hudson, Chas. W. Clark, of Waltham, and Woodside. A good start was effected, and the riders went off in fine style with rapidly varying positions, now one taking the lead for a few seconds until another spurted to the front, and held it about the same space, while those following were having equally exciting struggles for second and third, and it was not until the second lap of the heat that the result began to take definite shape, with Woodside in advance, and Kaulbach and Whittaker alternately seesawing side by side, and in this order they finished, Woodside taking first in 1.49, and the other two tying at 1.53; and the judges awarded second place to Whittaker, because Kaulbach was out of position.

The next was the second heat, professional race, four contestants, Donaldson withdrawing. The men, as before, kept well together for a time, and Pierce got the lead once or twice, while Rollinson seemed to lag, and finally dropped to the rear for a few moments, and a sharp struggle was maintained between the three others; Wilson, however, leading, and riding erect and much more gracefully than the others. Soon, however, Pierce fell to the rear, and Rollinson occasionally spurted to second and first, and then, gradually losing, again took third place, and came to time in 8.34, being beaten by Harrison, second, in 8.7, and Wilson, first, in 8.7.

The second heat, half-mile amateur race, was contested by Kaulback, Duker, Lippitt, Robete, Whittaker, and Woodside, and a good send-off began the struggle, and as usual, the positions changed so rapidly that it was impossible to keep run of the order until well into the second circuit, which showed Woodside at the front, with Whittaker and Kaulback alternately pushing him hard, until the latter, in turning the oval at the north end ran into a rut and fell, while Woodside took first place in 1.50, followed by Whittaker in 1.53, and the

others at indefinite periods; and Woodside, having won two straight heats, was awarded first prize, and Whittaker the second.

The main interest now centred in the final professional heat. In this Rollinson apparently settled down to business from the start, and alternated first place with Wilson and Harrison, until the latter settled sturdily down to third, and not far behind his two struggling guides either. Pierce, meanwhile, forging along a good distance in the rear. The excitement was the most intense on the last half mile, as Wilson and Rollinson kept so close that a spurt by either would place him to the front for a moment, and shouts and cheers rolled along the encircling crowd like a huge wave of sound in the wake of the riders during the last lap, which reached its climax as they passed the judges' stand almost abreast, but Rollinson winning in 8.10 to Wilson's 8.10 $\frac{1}{2}$, while Harrison closed up the gap in 8.24 $\frac{2}{5}$.

The next was a tricycle contest between Henry Percival, on a Bayliss, Thomas & Co. "Excelsior"; E. F. Bixby, on a Singer "Challenge"; and H. D. Hedger, on a "Special Salvo." A good start was made and Percival took the lead, with Hedger second and Bixby third, and in this order they made the mile, with Percival constantly increasing his lead; while Bixby hugged the heels of Hedger until the last lap, when he spurted to his side and passed the finish line less than a foot behind, his time being 6.9 $\frac{1}{2}$, Hedger's 6.8 $\frac{1}{2}$, and Percival's, first, 5.43 $\frac{1}{2}$.

The fourth race was now called, being a two-mile amateur: prizes, gold and silver medal for first and second respectively. The contestants were Kaulback, Whittaker, Duker, Lippitt, Robete, W. W. Stall of Waltham, H. E. Lombard of Cambridgeport, and Woodside. This requiring eight circuits of the oval made a very interesting contest; besides, there being eight riders, and the track being too narrow for an even start, Stall and Woodside took positions in the rear. All went off without difficulty, however, and by the time one lap was completed, Woodside, followed in order by Whittaker and Stall, led the race with Lippitt and Lombard stoutly pushing them. In this whole race it was noticeable that all kept closer together than in previous races, and the struggle between the leaders wasn't all to themselves, but at the last half mile it was evident that the first place would be held by either Woodside or Stall, when at the last quarter of the finish Lombard struck the before-mentioned rut, took a header, tripped Stall to the ground, and Whittaker passed to second, Woodside finishing in 7.56, Whittaker in 8.32 $\frac{2}{5}$, and Lippitt in 8.33.

The slow race followed, amateur, two hundred yards: prize, silver medal. Messrs. Kaulback, W. C. Woodward and A. H. Baldwin (the last two of Boston) started, but the first two withdrew and left Baldwin to complete the distance in

2.47. This ended the races, which were considered very successful, except in the time made, the nature of the track being unsuited to great speed. The judges were Charles E. Pratt, chairman; H. S. Kempton, C. A. Perkins, E. C. Hodges, Charles P. Shillaber. Timekeepers, Geo. B. Woodward, Louis Harrison, and Fred Ames.

CAPITAL BI. CLUB, WASHINGTON, D.C. — On Saturday, the 10th ult., the club had its annual parade and races, assisted by the Baltimore and Arlington clubs. The procession formed on Pennsylvania avenue, corner of Eleventh street, and made a beautiful display in the streets of Washington, with about eighty machines in line. Capt. Owen was the commander, and was assisted by S. T. Clark, of the Baltimore Club, P. T. Dodge, of the Arlington Club, and S. Preston Moses, unattached. The first division, composed of the Capital and Baltimore Clubs, was under the immediate command of Capt. Borden and the second division, — the Arlington Club and unattached riders, — was led by Capt. F. T. Rawlings. The procession led finally to the race ground, at Iowa Circle, where a quarter-mile track had been carefully measured. Donch's band was in attendance, and gave an excellent selection of music, as you will see in the programme sent you. Rex Smith of the club gave an exhibition of fancy riding, which was admirably performed. Those who saw him ride at Music Hall, Boston, at the League Meet, saw that he was a finished and graceful rider; but he can do a great deal better as we well know in Washington. In Boston, from want of rehearsal and previous selection of his performances, and probably to some degree from shyness among strangers, he omitted some of his best feats. After his riding the races came off as follows: —

1. Mile race, open to all, prize, a gold medal. This race was won by H. M. Schooley, in 3 minutes, 14 $\frac{1}{2}$ seconds; H. Stewart, second in 3 minutes, 14 $\frac{1}{4}$ seconds. The winner rode a Royal Challenge with 54-inch wheel, and Mr. Stewart was mounted on a Columbia, 54 inch.

No. 2. Quarter mile race, flying start, run singly. Prizes, gold medal and silver medal. For members of C. Bi. C. only, George Cook was first with a record of 41 $\frac{1}{4}$ seconds, on a 54-inch Harvard. Next came L. W. Seely, on a 55-inch Royal Challenge, in 43 $\frac{1}{2}$ seconds, with only an eighth of a second against him, and third was A. M. Coyle on a 54-inch Excelsior, in 46 $\frac{1}{4}$ seconds. Last year the quarter-mile race gave a record of 41 $\frac{1}{2}$ seconds.

No. 3 For members of C. Bi. C. only, five miles. Start from scratch. There were five entries, J. McK. Borden winning in 18 minutes, 42 $\frac{1}{2}$ seconds, and E. H. Fowler, second in 18 minutes, 43 $\frac{1}{4}$ seconds. Last year's record of this race was 19 minutes, 21 seconds. Mr Borden won in excellent style and Mr. Fowler deserves great credit, as will be seen,

when I say that he had a severe fall only a week before the races, and came on the track with a wounded hand, and somewhat out of practice. Mr. Borden rode a 55-inch Imperial Challenge, and Mr. Fowler a 52-inch Yale. There were no less than ten entries for No. 4, a race of one mile, for boys, with flying start, the prize being a silver medal. This race was won by Robert Chapman, in 4 minutes 50 seconds, Ross Broadhead coming next in 4 minutes, 55 seconds. No. 5, was a mile race for members of the C. Bi. C. only. From scratch, with prizes of a gold medal, and a silver medal. There were four entries. George Cook on his 54-inch Harvard crossed the line in 3 minutes, 20 $\frac{1}{2}$ seconds, and L. M. Seely on a Royal Challenge of the same size was only a quarter second later. The best record of this race last year was 3 minutes, 25 seconds. The last race was one of three miles open to all, from scratch, with a prize of a gold medal. Our old friend, H. M. Schooley, paid forfeit for his previous success by being placed three lengths behind the start, and with such competitors it was too heavy a handicap. Mr. H. Stewart of the Arlingtons winning a capital race, in 10 minutes, $\frac{3}{4}$ seconds. There were four entries. The riders all did well, and the time shows for itself. Be it remembered that asphalt, though smooth, is certainly not so fast a track as a good cinder path. Want of time prevents my giving individuals credit for good riding, of which there was a great deal. CAPITAL P.

HARTFORD WHEEL CLUB. — The first field meeting of the Hartford Wheel Club was held at Charter Oak Park on the afternoon of 25 June. Although but one day's notice was given, yet there was a large and interested crowd of spectators, and the sport was greatly enjoyed. There were thirty or forty private carriages, and forty-five wheelmen were present. The judges were T. F. Plunkett, George H. Day and Mr. Corbin of the New Britain Wheel Club; and the master of ceremonies and official starter, Fred. C. Penfield. Members of the New Britain Wheel Club and the Middletown Club were present. The races were for a beautiful gold medal, given by the Hartford Wheel Club.

The first-class race was won by Clark Lawrence, the captain of the club; time 3.25 and 5.58. In the last heat his competitor, E. F. Copeland, was stricken with vertigo, and Clark was obliged to dismount. The second-class race was won by Thomas Waite, over Arthur Waite; time 3.25 and 3.40. In the third-class race, Lewis Hitchcock and George Stebbins competed. The first heat was won by Hitchcock in 3.47; the second, by Stebbins in 3.47 1-4, and last by Hitchcock in 4.02. The races were in accordance with English rule, being from standing starts. A special attraction of the day was a race open to all Hartford riders for an elegant gold medal, and was won by R. C. Wander, captain of the Hartford

Bicycle Club. This race was a mile dash, flying start; time 3.19. He competed with Stebbins, Purdy, T. Waite, and Church. After the regular arranged programme was finished the wheelmen on the ground did some fine fancy riding which was greatly admired by those present.—*Hartford Globe*.

SAN FRANCISCO BI. CLUB.—Says the *Morning Call* of June 20: Yesterday's run under the auspices of the San Francisco Bicycle Club was no exception to the general rule which characterizes gatherings of local patrons of this sport, and in consequence a thoroughly enjoyable affair resulted. An invitation had been extended to the Oakland wheelmen during the week, and both clubs were well represented. Proceeding to Alameda by the 9.30 boat, local riders were met at the landing by the invited guests, under command of Capt. George H. Strong. The order to mount was then given, and the riders proceeded to Oakland, but on account of the prevailing high wind, the route previously decided upon was somewhat modified, so that Fruit Vale was not reached. After riding through the principal streets, the wheelmen headed toward Alameda, where, on arriving, they halted for twenty-five minutes, and thence proceeded to the Neptune Gardens, where lunch had been provided. The party were here met by Cables, of the San Francisco Club, and J. Sanderson, of the *Olympian*. An excellent lunch was served, and toward the close the following toasts were given: "The absent wheelmen," by De Clairmont; "Our guests," Capt. Eggers, responded to by Capt. Strong; "The Press," responded to by J. Sanderson; "Bicycling," Finkler; "the Park," Hobe. On conclusion of the lunch the order to remount was given, and the party, under escort of the Oakland Club, returned to the point of starting, thoroughly delighted with an excellent day's sport. The cyclometer showed the distance run to be sixteen miles. The following wheelmen were present: San Francisco Club — Messrs. Butler, De Clairmont, Eggers, Hobe, Finkler, Golly, Martin, Cables, J. Sanderson, Warshauer, Oaklands — Messrs. Strong, Louden, Burkhalter, Rabe, Davis, Wedgewood, Stone, King and Thompson.

THE bicycle races at Recreation Park, Detroit, 25 June, were very interesting. In the one and one half mile race McCall, Standish, Howard and Osmun started. Howard took a header at the start, but remounted and started again. At the three quarter mile Osmund dropped out, as the pace was too hot. Standish won in 5.12 $\frac{2}{3}$, with Howard second and McCall third. In the three quarter mile race Howard got the lead and kept it throughout. Time 2.21. Snow was second and Standish third. The Detroit Club championship race was postponed. Wheelmen from Jackson and Ann Arbor were in attendance.

AN interesting contest took place recently, in Rochester, N. Y., in which Miss

Elsa Von Blumen rode a bicycle against the trotter Hattie R., the bicyclist being allowed odds of half a mile in one and a half miles. The first heat was made by the bicyclist in the following time: Quarter, 1.13; half, 2.29; third quarter, 3.47; mile, 4.56. Hattie R., half, 1.32; mile, 2.58; mile and a half, 4.55, giving the heat to Hattie R. by a second. The second heat was won by the bicyclist in 5.04, as well as the third by four lengths, in 5.10, the horse making the mile and a half in 5.10 $\frac{1}{2}$. Miss Von Blumen also defeated a running horse, with the same odds, in 4.38.

MONTREAL BI. CLUB.—The first handicap road-race of this club to Lachine and back on Saturday afternoon, 25 June, produced the following four starters out of an entry of eight, viz.: J. D. Miller, four minutes; F. C. Holden and G. M. Smith, two minutes, and C. J. Sidey, scratch. The first-named was despatched by Mr. Angus Grant, who kindly officiated as starter, timekeeper and judge, at 5.38, and kept the lead to Blue Bonnets, where he was passed by Holden and Smith, who kept together to the turning-point — where Lieutenant DeSola handed each competitor a check as he arrived — just this side of Lachine toll-gate, which they reached at 6.24. Sidey caught Miller at Reiley's Crossing and reached the distance post at 6.26 $\frac{1}{2}$, Miller half a minute behind. Smith got away from Lachine in advance of Holden and was never caught; finishing at 7.4.35 — 17 miles in 1 hour 24 minutes and 35 seconds — splendid time considering the state of the roads, which were very dusty and rough. Sidey passed Holden at Blue Bonnets, but finished 3 minutes 2 seconds behind Smith (time 1.25.37). Miller re-passed Holden at the Land Slip and came in at 7.17 — time 1.39. Holden was unable to finish, owing to his machine breaking down on the Cote St. Antoine road, about two miles from home. It should be mentioned that Mr. T. D. King acted as clerk of the course at the start.

NOTES, QUERIES, ETC.

THE Philadelphia *Evening Telegraph*, *Sunday Mercury*, *Ledger* and *Times* all give extended reports of the Meet of the several bicycle clubs of that city, 25 June, and editorial comment in each case is extremely complimentary to the riders and condemnatory of the narrow-minded policy (?) of the Park Commissioners in excluding wheelmen from the park drives.

WASHINGTON, D. C., 30 June, 1881.

Mr. Editor:—Captain Owen on his return from Boston informed me that considerable doubt exists there and elsewhere as to the correctness of time recorded at the recent races of the Capital Bicycle Club; and also showed me a cutting from the Boston *Herald*, asking information as to the manner in which the

track was laid out. Iowa Circle is a park formed by the intersection of Thirteenth and P streets and Vermont and Rhode Island avenues. It is circular in form and is surrounded by a concrete driveway, forty feet wide. A line drawn around this driveway nineteen feet six inches from the curb of the inside walk is 1,320 feet long. The *Herald* wants to know whether we "hugged the pole." Of course we did; the pole in this case being the chalk line referred to. As the space — nineteen feet six inches — between the line and inner curb was filled with people, we could not have run inside the line had we wished. So much for the track. Concerning the time of the last mile, about which so much has been said, it is simply absurd to talk of having made it in 2.47, and we are sorry the report originated. In the confusion attending the close of the races, when the crowd broke over the track and the horses attached to the carriage of the judges and timekeepers attempted to run away, the time was lost. The time for two miles was 7.13, but the third mile was one continuous spurt between Stewart and Schooley, and a reliable timer among the spectators gave 3.17 for the last mile. This would make the time for three miles 10.30, which, I am convinced is nearly accurate; but to say that on a "Standard Columbia" machine, with a circular track, and at the close of a three-mile race, the time was 2.47 is simply absurd. No one believes it here, and every one is sorry such an impression was produced abroad. Mr. Stewart, the winner, rode magnificently, and his final spurt was the finest ever seen here, but he himself laughs at the idea of 2.47. All the other records are perfectly accurate. L. W. SEELEY.

THE following extracts from a letter from A. H. Llewellyn-Winter, Capt. Hyperion 'Cycling Club, to Mr. Parsons, will be read with interest, and will arouse lively anticipations. Mr. Winter's address, until September, is Edgbaston Hotel, Llandudno, North Wales :

"You may remember that I announced my intention of visiting the States in May, with a party of English riders. Well, I kept that month disengaged for the tour; but, as I could only obtain three other men to go with me, I thought it better to postpone my visit until I could form a party *at least as large as* the one which we had so much pleasure in welcoming over here. Therefore I utilized my holiday for a Continental tour. I have since been assured that even had I visited your hunting grounds by myself I would have been quite welcome. I am grateful to hear it, but I did not like to come down from the dignity of a *party* to insignificant little *me*. However, "Never say die," so I mean to have another attempt to get up a party for the autumn, and failing that to visit you *solas*. We Britishers require some of your "go-ahead" energy and zeal."

SANTA CRUZ (Cal.) wheelmen are contemplating the formation of a bicycle club. At present there are nine riders who possess bicycles.

PERSONAL

REV. O. P. GIFFORD, pastor of the Warren-Avenue Baptist Church has wisely taken to bicycling, and rides a 50-inch Columbia.

OUR thanks are cordially due Mr. Albert S. Parsons for interesting contributions sent while he is prostrated by illness at Warwick, Mass.

WE received a pleasant call last week from two Washington wheelmen, Messrs. H. S. Owen of the Capital Club, and W. E. Scribner, who spoke enthusiastically and cheerfully of bicycling and its prospects at the Capital.

SUB-CAPTAIN G. D. GIDEON, of the Germantown Bicycle Club, writes us that Mr. C. F. Cope, of Chestnut Hill, Philadelphia, a member of his club, has been riding on one wheel for several months past, and Mr. Gideon thinks Mr. Chandler can hardly claim to be the first in that performance.

DR. H. T. APPLEBY, acting director L. A. W. at Buffalo, N. Y., and Mr. Field took a run from Buffalo to Niagara, the town, not the falls, 18 and 19 June. Visitors to Buffalo should not fail to call into the little drug store around the corner where Dr. Appleby's welcome to wheelmen is not administered in homoeopathic doses.

MR. W. A. HENRY, of Tucson, Ar., will start on a wheel trip through Sonora as soon as the summer rains are over, visiting all the principal towns.

THERE is a Conkling in New York State who is not cutting a very pretty figure just now, but Conkling, of Chicago, mounted on his 60-inch, full nickelled "D. H. F. Premier," presents a fine figure, and makes converts to bicycling every day.

IF you want to meet an enthusiastic bicycler, drop in on L. A. W. Consul A. W. Childs, at Brattleboro, Vt., on your vacation tour, and you will find that "hills whose heads touch heaven," cannot dampen, but rather seem to arouse the ardor of wheelmen. Director Underwood and Consul Childs are a pair of 'Cyclers worth going out of your way to see.

MESSRS. W. B. EVERETT, of the Boston, and Charles P. Shillaber, of the Massachusetts, have started on a wheeling tour through Western New England, intending, if practicable within the limits of their term of absence, to push on to Lake George. They first visit Providence, and will be escorted by the Providence Bi. Club as far as Attleboro. Would we might be of their company.

MR. UNDERWOOD, of the Roxbury Bicycle Club, met with a severe accident

Sunday, while coasting down Old Colony Hill, near Nantasket Beach. Not using his break he was thrown over the head of the machine and fractured his arm near the elbow. He was taken to the hotel and had the bone set, and six hours later was seen standing in a doorway with the limb in splints and wondering how long it would be before he could mount again. So we must continue to caution riders about descending steep and untried hills with a sure hand on the brake. This hill is a very steep and rough one, and coasting thereon by even the best and surest riders must be termed an act of sheer recklessness which generally results in bringing reproach on bicycling, no less than disaster to the coaster.

CHALLENGE.

I HEREBY challenge any bicycler in this country to a race of from 100 miles to 200 miles, for any amount.

ALBERT PIERCE, 791 Fifth avenue, New York, care Wm. M. Wright.

BOOKS AND PAGES.

WE have received from the publishers, A. G. Spaulding & Bros., Chicago, Ill., a "Manual of Boxing," written and illustrated by Geo. H. Benedict, which, from a cursory glance at its pages, we should pronounce one of the best works of the kind we have seen.

THE TRICYCLING JOURNAL, published at 146 Fleet street, London, is a weekly paper devoted especially to the interests of tricycling as a pastime and a practicable means of locomotion, and is at present alone in its peculiar field. It is edited by R. C. N. Brittan, is handsomely and conveniently printed, and the first number, which we have received, is full of interesting and instructive matter, relating to "three-wheelers." We gladly welcome it to our list of exchanges.

THE Montreal Daily Witness of 27 June, takes up the cudgel for the steel wheel in this wise:—

"The battle of the Centaurs and Lapidae was nothing to the contest which has been inaugurated between our modern centaurs and the horses. Bicycles are cheaper than horses and can be much more easily stabled. Our athletes have shown that they can do better travelling than the fleetest race-horses. Being within the reach of many who cannot afford horses they are destined not only in many ways to take the place of those useful animals, but to be used much more than horses ever were. For riding purposes, such is the case already in England, where men go to their business daily by this method, and are thereby enabled to live in the country instead of in town. In London it is no uncommon sight to see a man on a bicycle threading his way through such a crowded thoroughfare as Cheapside or London Bridge, and the clerks in large establishments have a place to leave their bicycles near their

hats. Tricycles are used by clergymen and ladies. In view of these facts we were much amused the other day to see that bicycles were to share the fate of dogs, and be ordered off the park. That magnificent preserve, which is more or less nailed up to pedestrians, seems to be viewed as a place only intended for aldermanic broughams. The reason given for suppressing bicycles was that they frightened somebody's horse. It might, perhaps, be fair to ask if it would not be equally sensible to suppress skittish horses. Why should horses go upon the park which would not be safe upon the streets and country roads? Until the bicycles are suppressed on common thoroughfares it seems nonsense to drive them from the park for the sake of dangerous horses. Between horse and bicycle we fear the horse will have to fight a losing battle."

L. A. W.

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

Admission fee is \$1.00 for individuals; \$2.00 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, 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.

Bicyclers 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 bicyclers 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.

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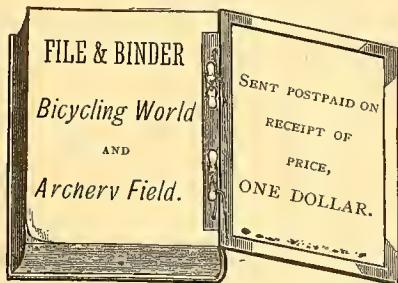
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Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

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