

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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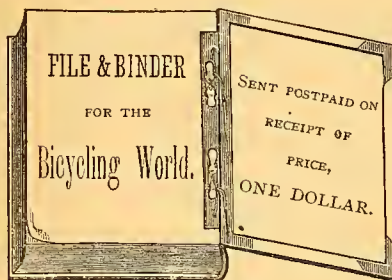
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Gentlemen wishing to join in this tour should send in their names to the undersigned without delay. The party will sail on the Cunard steamship "Samaria," Capt. Thomas P. Roberts, leaving the Cunard wharf, East Boston, on Saturday, the 22d inst. On arrival at Liverpool, the train will be taken to Bradford, from which point the "wheel" part of the tour will commence. The run will be from Bradford to Coventry, via Harrogate, Leeds, Sheffield, Mansfield, Leicester, etc. Harrogate will be reached on the 3d of August, and the party will there participate in the Sixth Annual North of England Meet of

THE BICYCLE TOURING CLUB.

The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20 August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

The cost of the tickets, which will give first cabin passage to and from Liverpool, first-class rail from Liverpool to Bradford, and first-class rail from Coventry to Liverpool, will not exceed

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NOTES, QUERIES, ETC.

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

Answers to Correspondents.

D. E. B., SPRINGFIELD, O.—A League club can give exhibitions, hold race competitions, etc., at fairs, picnics, and other public places, and receive gate money therefor, to be held or expended for club purposes, provided such competitions are conducted in accordance with the L. A. W. rules.

C. M. S., BELLEFONTAINE, O.—The "Tricyclist's Indispensable Hand-Book" and the "Tricyclist's Vade Mecum," both advertised elsewhere in our columns, and for sale by us, will give you all information about the size and construction of tricycles, together with cost and other details.

B. S. C., LOUISVILLE, KY.—Thank you for the promptness and excellence of your favor.

CYCLUS, CANTON, PA.—The N. Y. Herald man probably mistook half-mile time for mile time. Mr. Prince gave us the account and said the time was too slow to be worth recording; so we said nothing of it.

G. E. P., WARSAW, N. Y.—The advantages of joining the L. A. W. have been so frequently descanted upon in the columns of the WORLD at different times in the last two years that we do not care to go into the matter again at present. To any one able to read the report of the business meeting of the League held 30 May last, together with the revised rules, both published in our issue of 16 June, the advantages of joining should be obvious.

H. H. McD., POTSDAM, N. Y.—We should think the Invincible Roadster will answer your needs. Consult the Cunningham Company.

C. P. S., BOSTON, MASS.—When we wrote the item you refer to, we were under the impression that we had already published the new racing rules.

C. A. H., OF CADIZ, O., wants to know if any one can give a recipe for making a cleansing compound for nickel plate.

CYCLUS, CANTON, PA.—It is difficult to say to what extent the bicycle is used for practical purposes. We, in our reportorial capacity find it very convenient in communicating with several towns and cities in our circuit, and twice daily in traversing the mile intervening between our residence and the Boston and Chelsea Ferry. Vice-President Parsons, of the L. A. W., has put it to practical use in his business, both summer and winter for four years; and we know of many more Boston business men whose homes are from three to six or eight miles away who invariably in good weather use it to and fro. With respect to training, Cortis's "Principles of Training," just received here, will give you all desirable information.

F. P. S., LEXINGTON, KY.—Either early spring or late fall is the best time to lay a race track, when there is plenty of water to settle it permanently. Prof. F. S. Rollinson, gives us the following for a first-class race path: First, a bed of common red clay all around; then broken brickbats and large cinders, which should be well watered; next, three inches deep of finely sieved ashes and cinders well rolled and watered. The course should be elliptical in form, not less than fifteen feet wide outside the mile line, and the pole not more than three feet inside the mile line. The corners should be slightly raised outside, say about four inches. This would make an excellent track, and should be subsequently rolled occasionally to keep in good condition. The cost, you can estimate better than we; but, from the conditions you state, we judge it should not cost over \$400.

THE Boston Sunday Courier has recently come out in a brand new summer suit, of rich material and elegant but modest pattern, the figures of which it will be a pleasure and a benefit to study.

THE Bicycling World

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

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

One year, in advance.....	\$2.00
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 14 JULY, 1882.

PAINT AND NICKEL.

WITHOUT doubt nickel-plating is the most beautiful finish for bicycles; and the brilliant flashing of the wheels, as they speed along in the sunlight, is an important factor in attracting favoring attention to the pastime. But besides the extra expense of the first purchase, one needs to be very nearly rich, if he lives near the coast, in order to have leisure or hire a man to keep the polish in creditable condition; for as the machine is ordinarily plated, nickel will hardly preserve the iron or steel from the insidious attacks of the saline atmosphere, let alone the more direct and speedy action of the salt-water itself. Why need you get any salt water on the machine, you ask? Well, if you live in a town or city of any enterprise, one that

gives the public the benefits of the sprinkling carts, you have no need to run your wheels along wave-washed beaches to get a spattering which will entail a good two hours' after-ride scouring and sweating on a hot day; for the economic water-cart contractor *will* draw his supply of dust suppressor from the briny deep; and as it costs him nothing but the trouble of getting, he is correspondingly generous in flooding the streets with his salted stock. Now the mud which the moving wheels gather and hold or fling upon the lower parts of the machine, if not carefully and speedily removed, hardens like cement, and the salt is absorbed through the plating, and permanent rust stains will be the result. Paint, however, more effectually resists this action of the salt; and a machine properly painted may traverse beaches and watered streets with impunity, and are easily sponged clean in a few minutes. Therefore, we recommend to seashore wheelmen of moderate means and limited leisure that they have the fellows, spokes, hubs, forks, and backbones of their machines painted, leaving only the heads, handle bars and saddle springs bright and nickelled. If painted by experienced and skilful ornamental artists, the machines can be made to look as elegant and attractive as handsome carriages, and will not appear cheap or unsuitable for dress parade and display. We had our machine painted all over last season, and found no inconvenience in keeping it clean. This season we are riding a half-painted and half-nickelled machine, and a tricycle, also, similarly finished; and, although neither have been near the beaches, the spokes and hubs of both are spotted with rust stains caused by the street sprinkling, and now nothing but paint will remedy the defect. Paint your machines; for the streets must be watered and beaches are attractive, and one does not wish to spend an hour or two cleaning his wheels after a ride.

BE COURTEOUS.

WHILE we frequently hear reports from various sections of the country of contemptuous and contemptible conduct by prejudiced persons towards unassuming and inoffensive wheelmen, we cannot but congratulate ourselves that our lot is cast in a community where contempt for or disrespect to wheelmen is a rare exception. As a rule, bicyclers in this vicinity have from the start received re-

spect, courtesy, and encouragement from all respectable classes, whether pedestrians or horsemen. The equal rights of the road have been tacitly and ungrudgingly conceded; and, except in very infrequent instances, drivers have considerately and voluntarily yielded us the best side of the path. Dogs, street gamins, and "hoodlums" have been the only malicious obstructors to the pleasures of wheeling. At first, this courtesy towards our wheelmen was duly appreciated and reciprocated, and especial pains taken by them to more than deserve it by exercising over-care in passing horses, and to avoid startling pedestrians. But now that bicycling has become a success and a fixture, and its devotees have come to form no inconsiderable portion of those who traverse our highways, we more frequently hear complaints of rudeness and aggressions *by* them towards non-bicyclers. It would seem that, with the assurance of equal rights, and a recognized standing as legitimate users of the highway, some bicyclers are becoming arrogant, assuming, and rude. They claim more than their share of the road, they exhibit neither care nor courtesy in passing other vehicles, they endeavor to exercise larger liberty, and to exact extra and unwarranted privileges, because they are bicyclers; and, in this way, they are getting themselves disliked. Last week we published a communication from a valued correspondent, briefly recounting a run to "Point of Pines," — the new pleasure resort at Chelsea Beach, — in which he facetiously describes some little difficulty the party had about entering the "grounds" by way of the beach. Now, we do not suppose our friends would seriously demur at the payment of fifteen cents which the Pines' proprietors charge for admission to their premises, while without doubt they had a perfect right to traverse the beach below tide water free. But it is not to be presumed that either wheelmen or others are coming from a distance just to traverse the few rods of sand that front the "grounds," and end the beach. On the contrary, it is to be presumed that they will speedily seek the higher level, to "lounge in the grateful shade" of the "scared-looking trees"; and this would be trespass on the part of the two who passed the guard without paying; and, as it would be both expensive and inconvenient to place guards along the whole water line of the grounds to collect its

dues, the company judiciously and economically stationed one at the entrance, for its and the public's convenience. It certainly has a right to charge an admission fee to its grounds; and, if it should prove unprofitable, the company will be the first to discover it. Meantime, we hope all wheelmen, at least, who wish to visit this or any other resort, will endeavor to conform to the rules, whether satisfactory or not, and so demean themselves as to throw no discredit on our pastime through arrogance. This article is not intended specially for the instance we have cited (and which we have cited only because of its recentness), and about which there was nothing particularly bad; but we are constantly hearing complaints, from drivers of carriages and others, of insolence and obtrusiveness of bicyclers on the highway and elsewhere, which all true lovers of the wheel should do their utmost to discountenance by both word and example.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MIDDLESEX BI. CLUB.—The Middlesex Bicycle Club of Malden, made a trip to Salem on Independence Day, going and returning *via* Swampscott. At Salem, a most bountiful repast was enjoyed at the Essex House; and, after a short time spent in viewing the varied attractions of "ye ancient city," the return trip was made in good order, and without accident or incident of special note. The club was favored by the presence of two bright bugles, one in the hands of our youngest member, and the other the property of "ye fisherman of Ipswich." S. H. F.

HUDSON-ON-THE-HUDSON BI. CLUB.—The organization of the "Hudson-on-the-Hudson Bicycle Club," was completed 2 June, 1882, with a membership of seven wheelmen. The following officers were chosen: Charles Gifford, president; H. R. Bryan, captain; Arthur Gifford, secretary and treasurer. We sincerely hope that any wheelmen passing through our city will make themselves known to the club. ARTHUR GIFFORD, *Sec. H. B. C.*
HUDSON, N. Y., 6 July, 1882.

WORCESTER BI. CLUB.—At the semi-annual meeting of the Worcester Bicycle Club, held last evening, the old board of officers were elected for the ensuing six months, as follows: President, Waldo Lincoln; captain, F. S. Pratt; sub-captain, A. W. Darling; secretary and treasurer, E. F. Tolman. The committee on uniforms reported the following, which was adopted, as the uniform of the

club: green velveteen coat, gray corduroy breeches, white flannel shirt, gray stockings, low black shoes, straw hat. Considerable discussion was had about L. A. W. matters, officers, etc. A committee of consultation was appointed to act with the *Aeolus* Club in management of the Annual Meet of New England Clubs at New England Fair, 5 September next.

F. F. TOLMAN, *Sec.*

WORCESTER, MASS., 7 July, 1882.

AYLMER BI. CLUB.—Several members of the Aylmer Bicycle Club, together with members of St. Thomas, London, and Brantford clubs intend taking a trip to Buffalo, leaving Aylmer on the morning of 17th July, making Norwichville for dinner and Brantford over night. On Tuesday, Hamilton for dinner and St. Catherine's over night. Wednesday, Niagara Falls for dinner and Buffalo at night. All touring wheelmen who may be passing through this way are cordially invited to join with us, as well as any others who can do so. We want to make this one of the most enjoyable trips of the season, and would like to have as large a party as possible.

PERCY DOOLITTLE,
Captain Aylmer Bi. Club.

AYLMER, ONT., 7 July, 1882.

XENIA BI. CLUB.—The Xenia (Ohio) Bicycle Club has fourteen members, and is one of the most active and prosperous clubs in Ohio. The club as a body voted at its last meeting to join the L. A. W. On the 4th of July they made a run, accompanied by a large delegation of the Cincinnati, and one or two from London, Ont., and Spring Valley, to Yellow Springs, where the Champion City Club of Springfield was encamped. About twenty comprised the party, which was expected to be much larger, but the day opened rainy in that section, which deterred a number from venturing out. Notwithstanding the wet, they made a most enjoyable run, and participated in the sports attendant on their visit to the Champion City Club, comprising a parade, fancy riding, etc.

THE Brunswick Bicycle Club, of New Brunswick, N. J., took its second annual club run on the 4th inst., through Newark, Roseville, Orange Montclair, and over the Orange Mountains, having a very enjoyable trip, except that the members were forced to return in a drenching rain.

THE Hudson (N. Y.) Bicycle Club will ride to Kinderhook Saturday, 22 July dining at the lake, and extends a cordial invitation to all wheelmen in the vicinity or elsewhere who can make it convenient to participate in the run.

RACES

SPRINGFIELD, MASS., 4 JULY.—The bicycle events at Hampden Park, 4 July, under the auspices of the Springfield Bicycle Club, were somewhat marred by the rain, which fell there a little ear-

lier than on the coast; nevertheless, a very interesting and successful series of races occurred. In morning a competitive club drill took place, in which the Springfield, Columbia of Attleboro, Marlboro. Holyoke, Framingham, Connecticut, New Haven, Natick, Westfield, and Chicopee Falls Clubs were represented. The prize was a silk banner, and was awarded to the home club.

The *Republican* gives the following interesting description of the afternoon races: "Then followed contests without a parallel, in that a long series of races were successfully carried out regardless of heavy rains and a sticky track. The crowd, which was undiminished throughout the afternoon, kept itself warm with cheering, but was hardly manageable, in part, while rum-inspired men were numerous and funny. The grand stand was full and dry, but many enthusiasts struggled about in the mud between the heats. Some forty-five or fifty bicyclists, clubmen and 'unattached,' clad in blue, green, white, buff and skin-color, mounted in line and gave a preliminary parade around the track, and the one-mile race was called. E. C. Dumbleton of this city, E. C. Clarke of Holyoke, and E. B. Ashcroft of Chicopee, were the judges throughout, and E. A. and E. C. Whipple and E. C. Dumbleton were timers. In all the races, though a score had entered, but three or four were found to brave the rain and track. J. Q. Hatch of Boston, L. Morse of North Attleboro, and Arthur P. Curtis of Marlboro darted off through the wet in the first heat, with varying success along the back-stretch, being bunched at the three-quarters pole; but Hatch readily pushed ahead, and ended in 3m. 18s., a rod ahead of Morse, with Curtis not far behind: but the latter withdrew, and Hatch took the winning heat and a \$50 vase, leading easily and passing the wire with a good lead in 4.01. Morse's time was 4.06½, and he received a \$30 vase. The race in two-mile heats proved more exciting, L. B. Hamilton of Waterbury, a member of the New Haven Bicycle Club, Charles Carpenter of the North Attleboro Club, William Norton of Natick, and E. W. Herrick of Northampton entering. They were greeted with a sudden burst of water but pushed off. Near the start Norton's wheel slipped sideways and he went into the clay, but was soon up and after Carpenter, Herrick, and Hamilton, who were beginning the turn in the order named. Thus they passed the mile and another half, when Hamilton had shot up along the back stretch, which afterward proved his favorite ground, and the muddled Norton had made up the lost distance and pedaled into the group, who were digging through a specially mucky place near the stables. Carpenter sturdily pushed down the home-stretch and under the wire in 8.32½; but Norton, who seemed sure of the second place, was unexpectedly left behind by a brilliant spurt of Hamilton's, while almost home, and the latter ended in 8.42½; Norton,

8.43, with Herrick slowly following. The latter withdrew from the second heat and Norton led till the half-mile, when Carpenter closed and passed, making the mile thus with Hamilton lagging. The latter then closed up rapidly on the back-stretch, but the race and the \$75 ice-water set went to Carpenter in 8.14, with Norton crowding him down the stretch in 8.14½, Hamilton not far behind. Hamilton and Norton then ran a heat for the second prize, Norton leading for a mile and a half; but Hamilton bent forward his body on the second quarter, closing up rapidly and pushing his rival around the upper turn and down the stretch, so that his wheel was again whirled ahead in a sudden closing spurt, and he won the second prize, a \$50 water-set, in 8.12½ amid great applause from the surprised audience. Norton received a \$25 vase.

By this time Hamilton, the slender, cool, seventeen-years-old Yale student, had become the favorite of the crowd; but, after his long run through the clinging mud, there was some surprise at his entering the five-mile straightaway. He had to compete with Charles Carpenter, Harry S. Miller of West Springfield, and L. Morse of the North Attleboro Club. For the first mile, the line went: Morse, Miller, Hamilton, Carpenter; in the second mile, the same order was kept; but the leading and rear couples were far separated toward the end. Thus the third and fourth miles were passed, Morse and Miller alternating at the head, and Morse led at the beginning of the fifth mile. Hamilton had steadily kept the third place, but was now hard pushed by Carpenter, and Miller dropped to the rear with a clogged wheel. The clouds were again pouring a dense rain as the contestants for the last time passed the half-mile post, Morse's vantage already yielding to the rapid wheels of Hamilton and Carpenter; and, as the light-weight Hamilton neared the wire, at a safe distance from his stouter brethren he lessened his effort and turned a contented face upon the yelling crowd. His time was 22m. 30s., and he won a \$100 dessert set. Carpenter took the second prize, a \$75 fruit stand, and Morse the third, a \$25 toilet set. The winner has had little racing experience, and rides a wheel that seems almost too big for him, with generally an upright position in contrast with most of the racers' inclined pose, and does not appear to labor hard. At the close he was noticeably fresh and cool. The half-mile dash was won by George M. Hendee in 1.49, his prize being a toilet stand, with H. S. Miller second, in 1.56, to whom a \$20 stand was allotted, and Wesley Barton third, a \$10 jewel case being handed to him,—all of this city, though Barton is not a member of the local club. In the 100-yards slow race, the overcurious clay-plodders crowding upon the riders made slow riding very difficult. George Nash tumbled at the start and Harry Tufts of the North Attleboro Club won a \$20

jewel case in 4.32, with Hendee second. It is claimed that Tufts has balanced upon his wheel, in one place, for three hours and one minute; he then stopped for dinner. The wheelmen generally expressed a liking for the track before the rain came, and are well satisfied with their reception, especially the North Attleboro Club, who bear away six prizes. Hamilton won \$150 in prizes.

BATTLE CREEK, MICH., JULY 4. — A bicycle tournament was held here the 4th. Bicyclers from abroad were present who dined with us at the Williams House. The races took place at the driving park, and there was a large attendance. The prizes were: 1st, an elegant gold badge; 2d, bicycle lamp; 3d, bicycle stand. Distance, one-half mile — best two in three. L. H. Cramton of Marshall took first. Will Cross-ett and Frank F. Bock of this city, second and third respectively. The Marshall boys returned home twelve miles on their wheels. The thanks of the club are due Mr. Charles Wells, manager of the driving park, for his untiring efforts to make it pleasant for us, as well as for our free entrance and the prizes.

RALPH H. ALWARD,
Sec. Battle Creek B. Club.

STEBENVILLE, O., 4 JULY. — A grand bicycle tournament was held at Hill Top Park, Steubenville, O., on the 4th inst., about 1,500 people witnessing it. There were three races: first, half-mile dash, free for all amateurs, prize, silver cup; second, half-mile heats, best two in three, open to all, prize, gold medal; and third, three half-mile heats, open to home club only, first prize, gold medal; second, silver pitcher. The first race, with seven entries, was won by John Griffith, of Steubenville; time, 1m. 51s. Robert Hazlett, C. B. Ott, A. A. Wheat, and R. H. Cummins, — all of Wheeling, W. Va., — were the only riders in the free-for-all race, Hazlett winning first and second heats; time, 2m. 5s., and 2m. 0s. The home club race was won by three Steubenville men, John Griffith, Frank Semple, and Arthur Dougherty, Griffith taking first, and Semple second prize; the former made the two heats in 1m. 59s. and 2m. 0s. Griffith rode a Standard, and Hazlett an Expert Columbia.

CHAS. A. HANNA.

CADIZ, O., 5 July.

LOUISVILLE, KY., 4 JULY. — About six hundred people forsook other attraction to witness the bicycle races of the Kentucky Club at their park on 4th Avenue, one of the finest quarter-mile tracks in the country. The programme was large and varied and, considering the wind, which was nearly a gale on the homestretch, the time was very good.

First Race. — Dash of five miles, the title of "Champion of Louisville" and a gold medal to the winner, brought out three entries: Chas. H. Jenkins, N. G. Crawford, and W. S. Gregory. A good

start was effected, Crawford leading, Jenkins second, and Gregory third. These positions were changed very little till the last lap, when Jenkins took the lead and won easily; Crawford second, and Gregory third. Time, 18m. 36½s.

Second Race. — Half-mile heats, best two in three. Gold medal to the first and a cyclometer to second. At the call the following faced the starter: Clarence Jenkins, Will Francke, Ort. Moran, and L. E. Welle. Welle lead to the home-stretch, when Francke passed him, winning in 1m. 37¾s. Welle second, Moran third, and Jenkins fourth. The second heat was taken by Francke. Welle second, and Moran third. Time, 1m. 38s.

Third Race. — Dash, one-quarter mile for boys. Gold medal to the first and bicycle bell to second. Three entries: Clark Thome, Louis Francke, and Will Welle. Won by Clark Thome. Time, 53¼s.

Fourth Race. — Dash, three miles. Gold medal to first and a pair of call pedals to second. This was won by N. G. Crawford. L. E. Welle second, and Will Francke third. Time, 10m. 54¾s.

Fifth Race. — Dash, two miles, for 50-inch wheels and under. Gold medal to first and bicycle lamp to second. This brought out H. Haupt, Samuel Hollaway, and W. S. Gregory. Gregory lead to the last lap, when Haupt passed him, and Hollaway, coming up on the outside, passed Haupt, winning in 7m. 51¼s.

Sixth Race. — This was a slow one, 100-yards, won by Louis Francke. No time taken.

Seventh Race. — One-quarter mile heats. Gold medal to first and second. Three entries: Chas. H. Jenkins, Owen Thomas, and Aaron Cornwall. Was won by Jenkins in two straight heats. Thomas second and Cornwall third. Time, 46¼s. and 43s. NON RACER.

UTICA, N. Y., 4 JULY. — The parade and tournament of bicyclers, under the auspices of the Utica Bicycle Club, was somewhat marred by the rain, but proved a very interesting and enjoyable affair nevertheless. At the races at Reynolds Park a large number of spectators were assembled, and although the track was muddy very fair time was made. About \$200 gate money was received. In addition to the races, several exhibitions of fancy riding afforded entertainment, Master Sydney Nicholson, a little boy of eight years, contributing to this feature. The following are the events and the awards: —

Utica Club Race. One mile dash for club medal. Entries — James H. Gilmore, George C. Knowlton, James H. Cutter, Fred. Kellogg, James Linder, W. J. Walters, Richard Peckam. James H. Gilmore won the race in 3.50, with George Knowlton second.

One and one half mile dash, open to visitors only. First prize, \$25.00, Silver Swing Pitcher; second, \$10.00, Ivory Handled Silk Umbrella. Entries — E. B. Hovey, Rome; Mr. Olmstead, Syra-

cuse; J. E. Barton, Rome; George Etheridge, Rome. E. P. Hovey won the race in 5:55, with George Etheridge second.

One mile dash, for amateur championship of Oneida County. Prize to winner, an elegant gold medal, presented by the Utica Bicycle Club. Entries—C. H. Metz, James Linder, James H. Cutter, Mr. Wendt. C. H. Metz won the race in 3:55.

The prize for fancy riding was won by Mr. Etheridge of Rome, and mention was made of Master Sydney Nicholson.

One quarter mile dash, open to all. Prize, \$6.00, Russia leather card case. Entries—George C. Knowlton, C. H. Metz, James H. Cutter. The race was won by C. H. Metz, in 46s.

Two mile race, free for all, best two of three. First prize, \$15, gold medal; second prize, \$10, silver cake basket; third prize, \$5, silver cup. Entries—C. H. Metz, George C. Knowlton, Fred. Kellogg, James H. Gilmore. The race was won by C. H. Metz in 10:11-2; Fred. Kellogg, second; George C. Knowlton, third.

Slow race, one hundred yards: prize, \$5.00, silver napkin ring. Entries—George Etheridge, George C. Knowlton, Mr. Nicholson, Master Sydney Nicholson. The prize was won by Mr. Nicholson of Rome.

The judges in the contests were Dr. Clarke, F. W. Quinn, F. E. Comstock, O. A. Meyer, F. H. Fine.

At the 4 July meeting of the Williamsburg Athletic Club, E. A. Thomson, of the Lenox Bicycle Club, from scratch, won the three-mile bicycle handicap in 11m. 51s.; J. M. Austin, W. A. C., 40 seconds, 11m. 52½s.; R. F. Foster, of Baltimore, 25 seconds, and H. Hall, Jr., W. A. C., 50 seconds, did not finish. The *Spirit of the Times* says: "Thompson rode with excellent judgment. He and Foster overtook Austin at a mile and a half, and a fine race ensued for three laps, when Thompson took the lead, with Foster pressing him closely. Forty yards from the finish Foster fell, and was thoroughly scratched and bruised, but suffered no serious injury. Hall fell on first lap and cut the back of his head, which bled freely, but remounted, for unknown reasons, and rode until the others finished, thereby annoying and hindering the real contestants, when he had no chance for a place."

E. W. GOULD, of the Staten Island Bicycle Club, won the mile-and-a-half bicycle race at the championship games of the Staten Island Athletic Club, 4 July. Time, 5m. 40s. B. J. Carroll, of New Brighton, was second in 5m. 50s. We believe this and the Boston 4 July mile-and-a-half event are the only legitimate American records for this distance.

CHARLES H. JENKINS, of Louisville, Ky., won the fifty-mile road race at Druid Hill Park, Baltimore, 8 July. We await particulars.

At Brantford, Ont., 1 July, H. Fail was winner in a one mile, and F. Westbrook was winner of two and five mile races.

MR. F. S. Rollinson objects to the statement, in our notice of the ten-mile race in Baltimore, on the 24th ult., that he was a quarter mile behind at the finish, and submits the time given by the judges, as follows: Prince, 35m. 14½s.; Mellen (half mile start), 35m, 16½s.; Rollinson, 35m. 17½s.

It is likely that the next races of the Massachusetts Bicycle Club, one, two, and five miles, will be run at Beacon Park, on Saturday, 22 July. Now that the management of the park is in the hands of responsible parties, the track will be speedily put in order; and it is to be hoped that in the future such neglect in the care of the track will not occur. In two instances the Massachusetts Bicycle Club has been put to serious inconvenience and annoyance because the so-called proprietor of the park neglected to carry out his promises in regard to repairs.

In the latter part of last winter, John Keen said in the *Bicycling News*, speaking of the events between John S. Prince and himself: "I will risk being 'frightened' if they will offer part, say half, of that \$5,000 that I have heard about for a race to come off next August, and Prince to receive one lap in ten miles of the same course as the last race." Prince is about the most anxious man we ever saw (about anything) to have Mr. Keen come over and race him, for any sum up to \$2,500, on any course in the country, indoors or outdoors, and as soon as he pleases; and he authorizes us to announce the fact.

THE secretary of the Bicycle Union has published the following announcement through the *London Sportsman*:—

"SIR,—The executive of the Union will be prepared, if a charge is made against any bicyclist or tricyclist that he is guilty of any of the offenses set out below, and evidence in their opinion establishing a *prima facie* case against him is laid before them, to call upon him to answer such charge, and to suspend him from all racing in the event of his either refusing to answer, or making, in the opinion of the executive, no satisfactory answer.

"All suspensions shall be taken to be subject to an appeal to the Council of the Union.

"The offences referred are as follows:—

"1. Selling or realizing prizes won by him, or in any way converting them into money.

"2. 'Roping,' or riding intentionally below his true form, to deceive the handicapper, or for any other purpose.

"3. 'Riding to orders,' or in any way regulating his riding by the wishes or for the advantage of professional betting men, or others having a pecuniary interest or otherwise in his riding.

"4. Knowingly giving false information on his entrance form, with intent to deceive the handicapper.

"5. Intentionally riding unfairly, or so as to interfere with another competitor in the race.

"6. Knowingly competing against any bicyclist or tricyclist suspended by the executive during his suspension.

"7. Wilfully impersonating another rider in a race.

"W. PYE ENGLISH, *Hon. Sec.*"

At the seventh annual Bristol and West England meet, 17 June, at Clifton, W. M. Woodside, at three hundred and eighty yards, won the five-mile handicap, against six starters; time, 15m. 8½s.

SATURDAY, 17 June, in a one-mile tricycle race at the Powderhall grounds, Edinburgh, there being six contestants, M. J. Lowndes, of Macclesfield, from scratch was winner in 3m. 27s., on a Coventry Rotary machine. This is, we believe, the fastest mile time for a tricycle, on record.

THE third trial for the twenty-five miles professional bicycle championship of England,—the first two having resulted in dead heats between F. Wood of Leicester and R. James of Birmingham, in 1h. 26m. 15s. and 1h. 29m. 34s. respectively—was run on the 24 June, Aylestone Road grounds, Leicester, and resulted in a victory for James, in 1h. 20m. 15s., beating the record 40s. Wood led at 20 miles in 1h. 3m. 58s., also beating the record for that distance, which was 1h. 4m. 17½s.

CORRESPONDENCE

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

Poughkeepsie.

Editor Bicycling World:—It has been said "silence is golden"; and, if you believe the saying, no doubt you have formed a golden opinion of your correspondent: here, for many months have elapsed since you have heard anything from him. There has certainly been little to write; for, with the exception of a few of the riders having sold their wheels and ordered new ones, things stand just about as they were last season. We have a few new riders,—three or four perhaps,—and most of the old ones continue to show a greater or less degree of interest in the sport; so we are gaining slightly. The new riders this season are Messrs. R. Winslow, T. Johnson, H. Rupley, Charles Cossum, and perhaps there are others, but I do not call them to mind at present.... Consul Osborn received his new Harvard last week.... T. Ransom went to Columbia Springs and back on his wheel week before last. He reported a very enjoyable ride. One old lady caught him on foot, and asked what he was "lugging" that "thing"

along for. Tom replied that the "thing" "lugged" him; whereupon, the old lady remarked that she "didn't believe it." . . . Last week I paid a visit to Newburgh (sixteen miles south from here on the west side of the river); and, as the Newburghers don't speak for themselves to your readers, I may be excused for telling a little about what they are doing there. Last year there were only three riders in Newburgh; but this season, the bicycling *leaven* has so wrought upon the mass that there has been added nine or ten new riders to the number. The Messrs Joslyn and Haviland feel quite proud of their new recruits; and they certainly have just cause to, if they are all the gentlemen that those I met showed themselves to be. One thing I am sorry for, and that is, all these men are lost to the League. They do not seem to be anxious to join. They probably have some feeling concerning the shabby treatment which Col. Joslyn received at the League's hands last fall; and right here let me state that Col. Joslyn is too fine a gentleman for the League or any other organization to misuse in the manner they did him. . . . And speaking of Newburgh, let me caution tourists who wish to sail either up or down the Hudson River *not* to go on board the steamer "Mary Powell," unless you wish to be swindled out of half a dollar for transporting your wheel. The regular passenger fare is seventy-five cents, and they will transport a trunk weighing one hundred pounds in the bargain; but if you have a bicycle, and bring it on, take care of it, and take it off yourself, the charge will be \$1.25. This is robbery. To avoid it, take the steamers "J. W. Baldwin" or "City of Catskill" (running on alternate days), they are equally as fine boats, there is only an hour's difference in the time, and you will be well used and your wheels transported free. I understand the day-boats "Vibbard and Albany" also charge, but I cannot say from experience. . . . Mr. Westcott Norman of Philadelphia, but who formerly resided in this city, is here on a visit with his wheel. He speaks in the highest terms of the usage he received while in Boston a short time since. . . . Frank Schwartz has just received his 56-inch Expert, and expects to start to wheel to Boston about 1 August. G. W. H.

POUGHKEEPSIE, 2 July, 1882.

Pennsylvania Riding.

Editor Bicycling World:—I noticed in your issue of 26 May an account of F. B. Wells, of Philadelphia, having recently made a bicycle run of ninety miles from Schock's Mills to Philadelphia, over rather hilly roads, in 10½ hours. From information received from reliable sources, he took the cars a few miles from Schock's Mills and made the distance by *car* and rather hilly road in 10½ hours. On 25 May, I left Main building in Fairmount Park, Philadelphia, nine o'clock A. M., and ran to Coatsville, a distance of about forty miles, in 5½ hours.

I found the road getting rough, and concluded to take cars home. I did not average eight miles an hour and had the benefit of fourteen miles of fine rolled roads from Wayne to Philadelphia, where he had all rather hilly (and, I presume, rough, as I had) roads, and claims to have averaged nearly nine miles an hour, with four inches less wheel than I (he rides a 46-inch wheel and I a 50-inch), and, I think, from experience of roads, that the run cannot be made in that time. S. G. B.

MARIETTA, PA., 31 May, 1882.

Syracuse.

Editor Bicycling World:—Although some time has elapsed since Syracuse was last heard from, we have not been wholly idle. We still hold weekly runs, with the average attendance and enjoyment. A few weeks ago, Vice-President Parsons honored us with his company on an afternoon's run over one of our a-little-better-than-the-average roads. But Mr. Parsons did not seem to consider it a highway at all suitable for a bicycle, and was inclined to think we did not know a bad road when we saw one. Just as our destination was reached (twelve miles from home), a very wet rain-storm set in, compelling the party either to remain over night or return by hired conveyance. Mr. Parsons alone chose the latter alternative. We fear he will avoid us hereafter, but another time we will endeavor to have the weather on our side. By the way, if not too presumptuous, would say that it is somewhat difficult to show a central New York wheelman a *bad* road: what he calls *fair*, from a Boston standpoint would be considered exceedingly poor. Five of our club men attended the races at Utica, 4 July, passed a most enjoyable day, and formed many lasting friendships among the Utica, Rome, and Watertown wheelmen. The parade and races called out a large number of spectators, despite the rain which continued falling all the afternoon; and the Utica Club are to be congratulated on the success of their first effort, as well as thanked for the handsome manner in which they treated their guests.

We trust the good effects of their enterprise will be felt through this section, which needed awakening, and that more entertainments of like character will follow. In closing, allow us to say that the wheelmen of Utica will be found as cordial, gentlemanly, and enthusiastic as could be wished, and that their enterprise deserves all praise. SEC'Y.

SYRACUSE, N. Y., 6 July, 1882.

Ford & Co. Again.

Editor Bicycling World:—Your paper, containing Messrs. William Ford & Co.'s "explanation" to your article on "caution," to hand. His points are utterly without foundation,—merely to make something high-sounding; and, for an oily fabrication, I think it carries off the palm. I received no letter from Ford & Co., acknowledging receipt of drafts, or

asking about direct spokes. In fact, although we have written them five letters, we have *never* heard a word from them in reply to any of them. We *did* countermand order, and ask them to return money at once. The plea of not keeping on hand, or making lock-nutted spokes, is a poor one, as their latest catalogue states that *either* style will be furnished, as may be desired. The "local man" who called on them was a representative of a prominent manufacturing paper published in this State, and they promised him to ship machines inside of a week, *without fail*. This was nearly two months ago, but no signs of machines are yet visible. The character and ability of "private inquiry agents," as they are pleased to style them, is sufficient, often, to establish the standing of a firm in a person's mind; and this view has not yet been changed in mine, even by their soothing communication. These are facts, for I have the whole transaction at my disposal, and, being one of the injured ones by this transaction with Ford & Co., I am prepared to speak correctly. The communication was evidently written with an idea to restore lost confidence in this country; but persons ordering machines from abroad should be careful, as Ford & Co. have treated us with cold neglect from the start; and others are, no doubt, able to add concurrent testimony to mine in this matter, for we have had reports from several sources, and they all denounce Ford & Co. as very unreliable parties.

We are sorry to be compelled to speak of Ford & Co. in this manner, but the truth compels us to do so, that people may see where the fault lies and judge for themselves. I would very much rather it would not be necessary; but it becomes necessary, in order that no other persons may be duped in the same way. I hope you will be able to find a little space in your paper in which to reply to Ford & Co.'s brazen announcement, and forever settle the matter.

C. B. LONGENECKER.

LANCASTER, PA., 1 July, 1882.

Manchester-by-the-Sea.

Editor Bicycling World:—A fine run to Manchester-by-the-Sea was enjoyed by the Marblehead Club on the 9th inst.; and just here let me say that if bicyclers desire a ride through a delightful section of country,—including both scenery and roads,—let them take a spin to that pleasant resort. The road from Beverly is very smooth, and extends for some distance through pine-scented and shady woods, so that riding is not particularly uncomfortable on a warm day.

One of our party had the misfortune to break a handle bar of his Special Columbia (the third accident of the kind within as many weeks), and we were looking around for something to repair the damage with when a member of the Hermes Club of Chicago—Mr. Samuel Dexter, who is passing the season at Manchester—drove along. On learning that

we were members of the L. A. W., he was especially anxious to assist us; so, procuring a long stick and stout cord, the unfortunate bicycle was soon fitted with a serviceable, if not elegant, handle bar. Therefore, ye discontented League members (who are, happily, few in numbers), never again say there are no advantages to be derived from belonging to that excellent organization. GEESEE.

MARBLEHEAD, MASS., 11 July, 1882.

President Bates's Speech at the Chicago Banquet.

Editor Bicycling World:—I have already expressed something of my regret that I was not able to be present at the banquet in Chicago. I cannot express it fully; it is one of those occasions when the English language is too thin. There were scores of wheelmen I longed to become acquainted with, and of others with whom I wished to renew my friendships. I am informed that my brothers of the League remembered me most generously, and were so kind as to call for me with some enthusiasm, for which I sincerely thank them. But that concrete candor which is, next to a vivid veracity, the nickel-plating of my character compels me to admit that the wheelmen escaped a serious ordeal by my not being there. I may confess to you in strict confidence, that I had carefully prepared and committed to memory a purely impromptu speech for the occasion,—something entirely off-hand and on the spur of the moment, you know,—and the same with intent to just spread that convention right out, as it were. I had also arranged to have four big policemen guard the door, and permit none of the victims to escape while I was delivering it. The brethren, therefore, really owe me a vote of thanks for not appearing.

That speech, I may remark without positive immodesty, was the most effective speech I ever did n't deliver. (You will remember that among the speeches which I did n't deliver are the most celebrated orations of ancient and modern times.) Mind, I don't say it was the best speech, but it was the most effective; that is, it would have been the most effective, if I had delivered it. I do not assert this as a mere opinion, but from experimental knowledge; for, in a moment of enthusiastic recklessness, I admitted my wife and children to the wood-shed while I was practicing its rehearsal, and this notwithstanding that my wife's constitution is naturally delicate, and my little boy was suffering from indigestion at the time. The effect was magical, in fact sublime. It would have warmed the hearts of the entire L. A. W. to see that boy stop howling, and hear the pathetic anxiety with which he inquired, "O mamma! has papa got a stomach-ache, too?" Ah! how it would have touched all the finer chords of our better nature, if the whole L. A. W. could have witnessed the maternal tenderness and conjugal love with which Mrs. B. replied: "No, child; your

father is only practising a lot of rubbish he's going to speak in Chicago." It is this loving appreciation and tender sympathy in the bosom of one's own family which give sweetness to life, and make a sensitive husband and father prematurely bald-headed from excess of happiness. There is nothing in the applause of great audiences which resembles it in the slightest degree.

But of course the two partial opinions of one's own family were not a fair test. So I tried parts of it on a Canadian bicyclist, while I was riding on the Canada side of Detroit River. I knew that, if it touched him, it must be a masterpiece; because such an exaggerated loyalty to England prevails on the border that a native will generally risk a fit of sickness trying to stolidly repress any indication of approval of anything which proceeds from any other country, especially over anything good from the United States. I tried him with that passage of the speech where I speak of our married wheelmen as the revolutionary sires of the L. A. W. (You will find this passage near the bottom of the eighth page of the speech, with a red chalkmark drawn around it, and the observation [*Tremendous applause!*] in brackets. You will observe that red chalk lines are drawn around the best passages; blue chalk marks around the second best; and yellow around the third best; with "tremendous applause" marked for the best; "loud applause" for the second best; and simply "applause" for the third best. This is a very convenient practice, to save the printers and reporters trouble. (It is the way all our congressmen and great orators do.) The idea slowly percolated through his understanding, like a smear of oil gradually saturating a rag. I watched the progress of the idea through his body, by noting the progressive stiffening of his muscles. When it had fully permeated him, he pumped his wheel along with jerky strokes, like a man with partial paralysis of the legs. After about a quarter of a mile of this sort of progressive mental digestion, he gradually became calmer, smiled a strictly British smile, and remarked: "Aw!" I saw that he felt like saying something further, and waited. We ran on side by side in silence another quarter of a mile. But the struggle was too much; his machine wavered; then he fell over sideways, and bent one of his cranks. This accident enabled him to recover fully his mental self-poise; and he immediately demanded that I should pay him for the damage done, on the ground that it was my "doosed rot—er—by Jove! you know," which made him fall. I firmly declined to pay, and we parted with mutual expressions of international regard.

I tried another chunk of the speech—(that sentence at the top of page 17) which has a blue mark around it, and is marked for "loud applause"—on a St. Louis gentleman of middle age, who said he was a member of a St. Louis benev-

olent association. It was that sentence where I spoke of the touring wheelmen as "those wavering wanderers on our Western ways." The benevolent gentleman's countenance immediately darkened with a malevolent expression. He asked me earnestly "if that thing was patented." I told him that it was patented by copyright. He offered me \$10 for one day's license to use it in the Chicago district. I asked him why. He said he wanted to stand on the sidewalk when the Chicago clubs rode by, "and just mow those fellows right off their machines"! I declined the offer, and told him I should prosecute for any infringement of my copyright. He turned sullenly to the hotel counter, and bought a return ticket for Missouri by the first train, muttering that a man couldn't expect to do any good in Chicago.

You will particularly notice my eloquent peroration (pages 31 to 47). I repeated a few specimen pages of these eloquent remarks to a gentleman of excellent judgment on the cars. He said that he had heard Col. Bob Ingersoll and all living American orators of note, and had read all the masterpieces of ancient and modern eloquence; but he had never heard nor read anything in the faintest degree resembling that—never! and he never expected too, either. I felt so highly flattered by his remarks that I asked him to take a glass of wine. He took it, and then said that he thought I owed him a cigar besides. I gave him one. He then asked me where the banquet would be held at which I proposed to deliver my speech. I said at the Grand Pacific Hotel. He immediately ordered his baggage checked to another hotel.

You will be convinced by these facts that I am not boasting when I say it was the most effective speech I never made. In fact, I really believe that if I had appeared at the banquet and delivered this speech before the wheelmen began to eat, two-thirds of the expense for victuals might have been saved; though, possibly, it would require a considerable sum for tonics to enable the meeting to brace up after hearing it. B.

WE have just received a supply of "Cortis on Training," which we shall be pleased to supply to bicyclers who wish to fit themselves for the race track or long touring. Price 40 cents; or by mail, 43 cents.

THE *Tricyclist* is a new English weekly, devoted especially to the interests of three-wheel riders. The first number was issued Friday, 30 June; and, Lacy Hillier being the editor, we await a copy of the journal with interest.

THE tire cement on most English wheels sent to the American market is deficient both in quantity and quality, and is one of the many little things foreign manufacturers should remedy if they wish to retain their present hold on the preferences of our wheelmen.

L. A. W.

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

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

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,

Cor. Sec. L. A. W.

MARIETTA BI. CLUB.—Additional: David R. McHaffey and Elmer E. Lindemuth, — both of Marietta, Pa.

MTBEOR BI. CLUB.—Additional: Harry Joy, 140 Fort street, West; Harry J. Luce, care of Globe Tobacco Company; F. J. Todd, care of James C. Davis & Co., — all of Detroit, Mich.

OVID BI. CLUB.—New: Frank A. Marshall, Fred. C. Covert, Will. C. Marvin, Horace N. Keys, Chas. S. Reeves, — all of Ovid, Mich.

UNATTACHED.—Newton G. Crawford, 611 West Main street, Louisville, Ky.; G. F. B. Bryant, Danville, Vermilion County, Ill.; Rev. A. C. Blackman, Marinette, Wis.; Chas. E. Curtis, 229 Central street, Lowell, Mass.; Jacob Ullman, 35 South Gay street, Baltimore, Md.; Eugene C. Hayden, 216 Princeton street, East Boston, Mass.; James Vaughn Dennett, — care of R. A. Fairfield, Biddford, Maine.

PHILADELPHIA BI. CLUB.—Additional: Alex. R. Heinitsh, 1,819 North 13th street; H. P. Kelly, 1,956 North 11th street; Richard Levick, Jr., 724 Chestnut street; J. Willis Martin, 709 Walnut street; Wm. H. Roberts, 127 Catharine street; John E. Stevenson, 505 Market street; Chas. B. Warder, 1,212 North Broad street; B. Frank Young, 1,544 Centennial avenue; Samuel W. Kay, 421 Walnut street; Geo. F. Janney, 1,933 Arch street.

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CORRECTIONS.—Published in *BICYCLING WORLD* of 30 June, 1882:—

WOONSOCKET BI. CLUB.—Edmund H. Rathbun, should be Edward H. Rathbun, and Fred. B. Best, should be Fred. B. Bert.

SYRACUSE BI. CLUB.—D. Cadygere should be D. Cady Gere.

UNATTACHED.—Chas. A. Barnard, omitted, should have been published 30 June, 1882.

Along the Potomac. — II.

THE hotel seems to be the newest and best in town, and it is conducted by the Baltimore and Ohio Railroad Company, of whose station it forms a part. Taking train at ten the next forenoon, I rode down to Harper's Ferry, with an idea of staying there all night, and on the following day pushing my wheel down the lower sixty miles of the canal to Washington, whither I had despatched my baggage from Baltimore. But the room in the chief hotel where dinner was served me was so intolerably dirty that I feared the bedrooms might be as bad as the one at the "brick house" of bitter memory. Learning, therefore, that "hotels" of some sort existed at a place called "Point of Rocks," a dozen miles farther down, and hoping that they might be better than the one at Harper's Ferry, inasmuch as they could not possibly be worse, I jogged down there in the course of the afternoon, the towpath being rocky and sandy by turns, and requiring frequent dismounts. I was rewarded by finding a hotel less vile than the one I fled from, and I was not troubled by bugs. During my two hours' stay at Harper's Ferry I climbed the hill, whence one may enjoy a magnificent view of the Shenandoah and Potomac valleys, which come together at that point.

My fourth and final day on the towpath was not a happy one. An abundance of stones, both loose and fixed, spots of soft sand, ridges of hard clay, puddles of mud, numerous "waste-ways" (three of which had to be waded through on account of the entire absence of planks, and from the plank of a fourth one of which I let my wheel slip into the water, soaking my roll of clothes on the handle bar), — all these things enforced slow riding and frequent dismounts. Never during the day did I ride a mile without stop, and rarely half a mile. Soon after the start, I sprained my ankle on a stone, and for four or five hours each one of my innumerable mounts and dismounts was attended with definite pain. Towards the close of the day the soreness, which at noon I feared might increase to the point of disabling me, disappeared entirely. Leaving Point of Rocks in the dusk of daybreak at six, I breakfasted on bread and milk an hour and a half later at lock 27. At 1.45 P. M. I stopped at lock 24, twenty-three miles from the start, to lunch on the same simple fare. Six miles on, at lock 21, near the Great Falls, the time being four o'clock, I left the towpath and took the Conduit Road for Washington. Recent rain had made this rather heavy, and at 5.45 o'clock, when I definitely stopped riding, after narrowly escaping several falls in the darkness, I had covered only seven miles more. I was upwards of two and a half hours in plodding over the next nine miles to Georgetown Bridge, though the road was smoothly macadamized, and by daylight would have supplied excellent riding. This final tramp was not so dismal, however, as that of two nights be-

fore, which ended at Cumberland; for lights of some sort were generally visible, and an occasional team would be met with on the road. As soon as I struck the gas-lighted asphalt, I was not long in whirling myself to Wormley's Hotel, where a rather stupid clerk seemed inclined to doubt my ability to pay for any accommodation, even after I had made myself known as the owner of the baggage which had been expressed from Baltimore. I cut the discussion short by planking down "\$4.00 for a day's board in advance," and was shown to a very plainly furnished bedroom. My curiosity to see with my own eyes what sort of thing "a first-class Washington hotel" might be was more than satisfied. The next time I shall at least know which hotel not to go to. My cyclometer marked fifty-one miles that day, making one hundred and eighty miles for the first five days from Frederick, and one hundred and forty-two miles from Williamsport, where I first began to ride "along the Potomac." The next day I felt very listless because of my long abstinence from decent food; and so, instead of indulging in the expected long ride on the Washington asphalt, I only put in a beggarly twenty-three miles before embarking on the return train for New York.

The Chesapeake and Ohio Canal extends along the Potomac on the Maryland side, while the Baltimore and Ohio Railroad runs along the West Virginia side of the river. The one hundred and eighty-four miles of towpath between Cumberland and Georgetown are divided into three nearly equal sections by Hancock, sixty miles from one end, and Harper's Ferry, sixty miles from the other. Williamsport and Point of Rocks are the only other places on the entire path where food and lodging may be secured. The whole region is practically a wilderness; and though the tourist, in case of a break-down, might hope to turn to the railroad for assistance, its tracks generally lie on the opposite side of the river, its stations are far apart, and its trains are few. Between Williamsport and Harper's Ferry, as I was told, there is a "slackwater" about five miles long, where the bicyclist would apparently be forced to walk; but, with this exception, and the lesser ones described by me, it seems likely that the riding is good all the way from Cumberland to Harper's Ferry. The scenery of that one hundred and twenty miles is also generally good, and some parts of it quite fine and imposing, where the river winds among the mountains. Below Point of Rocks the country is mostly flat and uninteresting. I have a vague notion of trying the track again on returning from the Chicago Meet. In that case I shall start from Cumberland at daybreak, so as to reach Hancock by nightfall (shutting my eyes and holding my breath as I whiz past the "brick house" with bloodthirsty millions in it); proceeding next day to Williamsport and

Martinsburg; thence down the Shenandoah Valley to Staunton, over the route so appetizingly described in *WORLD* of 29 November. The three Philadelphia wheelmen who made that trip seem to have passed through Hagerstown and Williamsport only a day or two after myself. Would that they had overtaken me and invited me to accompany them into Virginia! Thus should I have escaped the sad experiences which I have described, and the sad necessity of now describing them for the warning of my fellow-tourists. If I take the trip, my intention would be to return by way of Hagerstown, Frederick, York, Gettysburg, and Reading, (?) to Philadelphia, and perhaps thence push my wheel to New York over the road whereof I have read so many contradictory reports.

KOL KRON.

WASHINGTON SQUARE, N. Y., 19 May, 1882.

CURRENTE CALAMO

SEVERAL members of the Boston Bicycle Club wheeled to Canton to supper Saturday afternoon, as usual, and returned Sunday.

NOTWITHSTANDING the intense heat of Sunday last in this vicinity, there was no apparent diminution of wheelmen on the suburban roads.

W. W. STALL of the Boston Club now sports a forty-four-pounds Yale Roadster, which proves equal to the occasion, although called upon to bear the generous figure of one hundred and eighty-five pounds weight.

RECENTLY one of our riders, noted for exploits of like nature, rode a mile to the engine house, and called out the department to subdue an incipient blaze in one of the suburban wards of Boston, which threatened to destroy considerable property.

SEVERAL members of the Chelsea Club made a run to Lexington Saturday evening, spent the night at the Massachusetts House, and returned Sunday morning. Capt. Whiting and several others wheeled to Point of Pines Saturday evening.

L. A. W. MEMBERS are reminded that the polls will close to-morrow (Saturday) night, 15 July. All who have not yet voted for chief consuls and representatives should immediately do so. Send your ballots to K. N. Putnam, 54 Wall street, New York city.

CAPT. MILLER of the Chicago Bicycle Club was in Boston last week, on business, and reports bicycling in the Garden City as having received a fresh impetus since the L. A. W. Meet, one good result of which is the permanent continuance of the use of the boulevards, and the opening of the parks, also, to wheelmen.

THE *Tricycling Journal's* "Old File" says, respecting Mr. T. R. Marriott's recent remarkable ride on a tricycle: "I consider the one hundred and eighty

miles of such roads as were traversed fully equivalent to the two hundred and twelve miles — London to Bath and back — of splendid roads over which the best *bicycle* ride in a day was ever accomplished."

MR. H. E. PARKHURST, of the Massachusetts Bicycle Club, one of our earliest and best long-distance wheelmen, takes a two years' vacation in Europe, commencing next month, when he will start direct for Germany. He will be much missed by his club associates and other friends in this section; but we understand he will adhere to bicycling, and improve his opportunities for riding on the fine roads and among the charming scenes of the Continent.

A MEMBER of the Boston Club has just received, through the Cunningham Company, a full-nickelled Yale roadster, which is one of the handsomest machines ever imported into this country. The spokes, instead of lacing transversely with the hub, as in all previous machines of this make, enter the hub in the same manner as direct spokes, and simply follow the line of the recess, re-entering the hub a short distance from the first hole. With the exception of the crossing of the spokes, the wheel has the appearance of an ordinary suspension wheel with direct spokes. This, combined with the graceful outline and good proportions of the Yale, makes it a model mount.

WE understand that President Bates's excellent suggestion in our last number, that the Marine Bicycle Company should construct their floats of the same material used in the Racine canoes was anticipated by the Bicycle Company some months ago; and that the Racine Manufacturing Company has constructed the moulds, and nearly completed some floats to which the machinery of the Bicycle Company is to be attached. The company have also built at their new works at Portsmouth, N. H., to supply special orders, some boats of Spanish cedar and cypress. One of the former, with a carved mahogany top of a new pattern, has just been shipped to Nyack-on-the-Hudson, having been ordered by a prominent New York yachtman, to be built of the finest material and by the best workmen.

LACK of space in our last issue prevented us giving any extended notice of this proposed tour, and the arrangements for same are now so far completed that such is hardly necessary. The date of departure is so little removed from the first intimation of the proposed tour, which appeared in our columns, that we fear it must result in a much smaller number responding to Mr. Weston's invitation than would otherwise have been only too glad to have availed themselves of such an opportunity. But, few or many, those who do take the trip which is outlined in our advertising columns will have abundant cause to congratulate themselves. The saving of expense is

only one of the many commendable features of these trans-Atlantic excursions inaugurated by Mr. Weston in 1880; and this year he makes what to our Boston notion seems an improvement in his arrangements, by selecting this city as his port of departure and arrival, and the reliable Cunard line of steamships as his means of transit. The party will leave in the "Samaria," on the 22d, and in all probability a delegation from the Boston clubs will accompany the steamship down the bay as far as the lower light, to wish the fortunate voyagers smooth seas and a safe return; and, by the way, those who intend to participate in this farewell, are requested to notify the secretary of the Boston Club.

PEDALS *v.* FEET. — It is often thought to be a curious anomaly that a person can propel a bicycle farther and faster than he can walk, notwithstanding that in the former case he has some forty or fifty pounds extra weight to move. A similar puzzle to many is found in the fact that an ice-boat can sail faster than the wind. From a scientific point of view, these may be considered parallel cases. An ice-boat sailing with the wind of course cannot go ahead of it; but the force of the wind is many times greater than is necessary to move the light weight of the boat; consequently, there is great waste of power. Now, by sailing sideways to the direction of the wind, with close-hauled sheet, some of this wasted force can be utilized. Thus, while the wind moves from the centre of the boat to the edge of the sail, it will drive the craft nearly the whole distance from the mast to the back end of the sheet, two or three times as far, it may be, as it has travelled itself. In walking, there is likewise a great waste of power; or, rather, the energy is mostly expended in sustaining the body instead of in carrying it forward. This is proved by the common experience that it is nearly as tiresome to stand for a given length of time as it is to walk. Any invention which stops this waste of force and enables us to use it in propulsion of course increases the distance we can travel. This is precisely what the bicycle does. On a level and fairly smooth road it takes considerable less energy to turn the wheel than to make the two equivalent steps in walking. Moreover, as in the case of the ice-boat, our machine has moved over a greater space than the motive power, in the proportion that the circumference of the wheel is greater than that of the circle described by the feet. The same expenditure of power will, therefore, carry us three or four times as far on the bicycle as on the feet. Of course there is up-hill work in climbing a steep grade. Hills and sand are the bicyclist's bane. On the contrary, a smooth slope, stretching downward, is paradise; and, perched on top of his machine, he rolls along "swiftly and silently," like the stars in their courses. — *J. G. P., in the Oarsman.*

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

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

ICYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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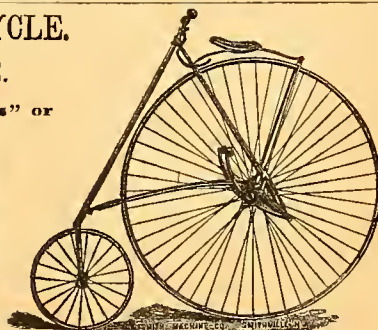
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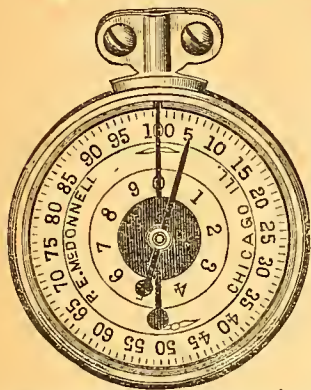
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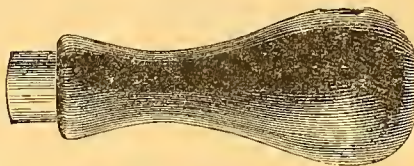
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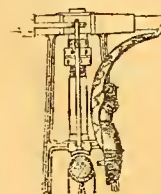
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