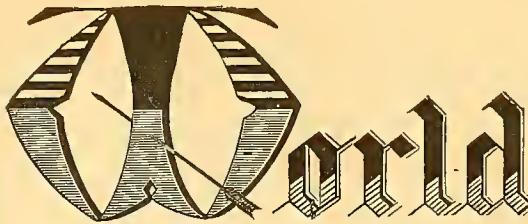


THE

Bicycling



Published Weekly. 40 Water Street, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 15 JULY, 1881.

Volume III.
Number 10.

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CURRENTE CALAMO

THE Boston Bicycle Club has reached its limit of sixty members.

"LONDON W." has a new name,— "Caramel Joe,"—as he is "fresh every hour."

IT is rumored that not all the Massachusetts Club members are strictly temperate.

WHY will *Puck* persist in its orthographic error of wrapping itself to us with two y's in bicycling.

EXCEPTING occasional wet, bicyclers have had excellent riding weather this summer, in and about Boston.

MESSRS. TAYLOR AND THORNDIKE's proposed European tour is brilliant with "magnificent distances" to our longing vision.

"MOTIONAL insanity!" apostrophized Carrie, as her enthusiastic bicycling cousin dashed past on his nickelled "Harvard."

THE blood of Hodges, of the Bostons, actually boils this hot weather, and he yearns for a more "adjustable" skeleton saddle than Burley's.

AT the Chattanooga races, on the 4 July, Mr. Alfred E. Howell, of Nashville, won the first prize, coming in easily ahead of all competitors.

BROOKLYN wheelmen are such careful and courteous riders that although excluded from the driveways of Prospect Park, they are permitted to freely use the foot-paths.

MEETING, somewhat unexpectedly, his Oshkosh aunt, in Gloucester, last Sunday, and naturally anxious to pay her some attention, Louis Harrison, of the Bostons, deserted his club, and remained over in that city.

THE 4 July races on the Common proved such an interesting feature of the celebration, and were so well conducted, that the committee on celebration were highly pleased, and now there is talk of the city's building a good and permanent track for indulgence in this entertaining and healthful recreation.

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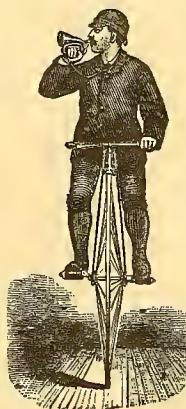
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Obituary.

DEATH OF A LONDON BICYCLIST.—It is with regret we have to announce the death of Mr. Charles Lockyer, of Eyton Villa, Tadmor street, Shepherd's Bush, London, at the early age of 23. Mr. Lockyer was an expert bicyclist and athlete, and was well known among the metropolitan bicycling and football clubs, having played a conspicuous part in several important matches. Indeed, it was through his ardent love for bicycling exercise that cost him his life. It appears that deceased rode to Brighton on his bicycle,—a distance of 52 miles,—and being very parched, partook of a glass of cold water. Instead, however, of making the home journey by train, he returned on his machine, the overexertion bringing on congestion of the lungs, to which he succumbed. By his death, the Minerva Bicycle Club, of which he was a member, has sustained a severe loss, as also his friends and admirers, who were by no means few. An evidence of the respect and esteem in which he was held was afforded by the outward manifestations of grief exhibited by those attending the interment, which took place at Brompton Cemetery. Besides taking an active interest in the Minerva Bicycle Club, Mr. Lockyer furnished several valuable contributions to the local and other papers devoted to bicycling news, his graphic description of a tour he took through Devonshire some twelve months since, which recently appeared in these columns, being doubtless fresh in the memory of our readers.

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

HENRY STURMEY,
Author of "The Indispensable."

C. W. NAIRN.

Author of "The Bicycle Annual."

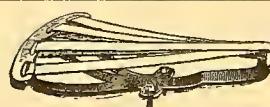
PUBLISHED EVERY WEDNESDAY.

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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, 15 JULY, 1881.

Rights in Central Park.

WE append the questions to prominent officials in various cities, in relation to the use of bicycles in the public thoroughfares, addressed to them by Charles E. Pratt, president of the L. A. W., on behalf of the petitioners for a modification or removal of restrictions upon the use of bicycles in the driveways of the New York Central Park, and the answers thereto:—

QUESTIONS.

1. Have you observed the use of bicycles as pleasure carriages in your city, and for how long?

2. Are there any restrictions upon their use in your city, except such as apply equally to all other carriages? If so, what, in brief, are they?

3. So far as you know, is their use, when in the hands of good riders, agreeable or disagreeable to those who do not ride them?

4. What is the result of your observation as to their frightening horses?

5. From your observation and information, is their use on driveways frequented by pleasure teams troublesome or dangerous to the drivers or riders after horses?

6. Is there, in your community, apprehension of danger from their use, and if so, has it grown less or more since their introduction?

7. Do you think their use, and the extension of it in the community, should be encouraged or discouraged?

8. In your judgment, would it be jus-

tifiable, as a matter of public expediency and wise control of public grounds, to permit the use of bicycles (in the hands of good riders and responsible men,—i. e., under equal circumstances), on parkways and other pleasure driveways, subject to the same restrictions, and on equal privileges, as apply to the use of horse-drawn pleasure vehicles?

9. Are you willing that I shall make use of your answer to these questions before the Park Commissioners of New York or elsewhere, in promotion of the rights of wheelmen?

ANSWERS.

1. Yes, for about two years.
2. No restrictions whatever.
3. No objections when in the hands of good riders.

4. Till some horses are accustomed to them, they are at first a little frightened by their appearance the same as at any new carriage, perhaps.

5. Not when in the hands of a good rider.

7. The opinion of the community is somewhat divided on the subject, but less complaints as the horses become accustomed to them,—rarely complained about now.

7. I can see no harm from their use.

8. Have no public park, and therefore it would be difficult to say; experience alone could decide the question. They are allowed on driveways of our public "Greens."

9. I have no objection.

JNO. B. ROBERTSON,
Mayor of New Haven, Conn.

1. Have for the last two or three years.
2. None whatever.
3. Drive a great deal, and have never been troubled by them.

4. I have never seen any frightened by them.

5. Not any more so than any new carriage or conveyance is at first.

6. There is no such apprehension, I think; as they become better known people look with more favor on them.

7. Encouraged by all means.

8. Certainly, I think it a beautiful sight to see a large number of them, and believe in encouraging their use.

9. Yes, sir; certainly.

HENRY F. ANDREWS,
Supt. Public Parks,
City of New Haven, Conn.

1. Two or three years.
2. Yes, the restrictions apply to two avenues and seven streets.

3. Agreeable.

4. High-spirited horses are at first frightened, but soon become accustomed.

5. Answer No. 4 applies to this question.

6. Very slight; much less than at first.

7. Encouraged.

8. Think they should be permitted, but under certain restrictions as to drives, etc., at first.

9. Entirely so.

J. TRUMAN BURDICK,
Ex-Mayor City of Newport, R. I.

1. For two or three years.
2. No.
3. Not disagreeable.
4. Do not think they frighten horses.
5. No.
6. No; grown less.
7. Encouraged.
8. Yes.
9. Yes.

W. E. THOMPSON,
Mayor of Detroit, Mich.

1. Yes; for several years.
2. See printed slip of City Ordinance.
3. If either, liable to be disagreeable.
4. Nearly every horse is at first frightened by them, as there have been some accidents on that account; but as a rule, horses become accustomed to them in a short time.
5. Answered above.
6. On the whole, grown less. It still exists with any one driving a young, green, or strange horse.
7. Encouraged.
8. Yes.
9. Yes.

R. M. PULSIFER,
Mayor of Newton, Mass.

1. Yes; for about two years.
2. There are no restrictions except as above.
3. Indifferent to most people.
4. Not more likely than any new thing.
5. I have made no special observation on the subject.
6. No general complaint or apprehension to my knowledge.
7. That depends.
8. I think it would.
9. No objection.

ALEX. BRUSH,
Mayor.

BUFFALO, 23 April, 1881.

1. We have; during the last two years.
2. Not any.
3. We have had no complaints against bicycles since they were placed under the same rules as carriages.
4. When they were first introduced into use complaints were often made that they frightened horses, but such complaints very quickly decreased in frequency, till during the last year none have been made.

5. No one seems to object to them in this city.

6. If such apprehension exists, we do not hear of it. The answer given to interrogatory No. 4 applies to this question.

7. We have no opinion to express in this matter.

8. As a general answer we would say that public expediency would not prevent the use of bicycles, as stated in this interrogatory: at the same time circumstances might render it inexpedient in some cases and expedient in others.

9. We have no objection to such use.

HENRY WALKER,
EDWARD J. JONES,
Police Commissioners.

BOSTON, 12 April, 1881.

1. For about a year.
2. They are under the same restrictions as other vehicles.
3. Agreeable as far as I know.
4. No such case has come to my knowledge.
5. It is not.
6. My attention has not been called to it.
7. I know of no reason why it should be discouraged.
8. I think it would.
9. I have no objection.

BENJAMIN H. CHILD,

Chief of Police.

PROVIDENCE, R. I., 19 April, 1881.

1. Yes; two years.
2. No restrictions.
3. Never had any complaint.
4. Never knew any to be frightened in this city.
5. No.
6. No apprehension.
7. Encouraged.
8. We have no park here.
9. Yes.

THOMAS ENTWISTLE,
City Marshal, Portsmouth, N.H.

DEAR MR. PRATT:—I can fully endorse the mayor's letter in relation to bicycle riding, and will state further that I have not heard of a single complaint from citizens against the use of the bicycle since its first introduction here. The gentlemen who ride are uniformly courteous and obliging, never to my knowledge interfering with the rights of pedestrians or carriages on the streets and parks of the city. In my opinion there is no danger to be apprehended from the continued encouragement of this health-giving sport, since the use of the bicycle is necessarily confined to a class of citizens who will unquestionably pay due regard to the movements of law and order.

JAMES M. DRENNAN,
Chief of Police.

CITY HALL, WORCESTER, 16 April, 1881.

Why have Clubs? A League Race Bureau.

BY PRESIDENT BATES.

I HAVE noted an occasional question why bicycle clubs exist, and why they are considered necessary. One writer queries why, because a number of men own bicycles, they should form a club, any more than men who own horses should form clubs? This writer intimates that a lone bicycler, who flocks all by himself, may have just as much enjoyment as if he were one of a genial lot of fellows organized in a club.

Now, I have noticed that men who own valuable horses do form clubs; especially men who keep horses for manly sports and social enjoyment, rather than for earning money by hard work. Witness the race clubs, coaching clubs, etc.

As to bicycle clubs, the argument is obvious. It is not good for man to ride alone. Companionship divides the toil,

shortens the miles, doubles the enjoyment. But if there were no clubs, it may be said, the bicycler could still find companions. Perhaps; but he would not be certain of finding them. He would depend upon chance for the good company which is insured by organization. The proper study of bicycling is bicyclers. Without clubs there would be no club drills, none of that riding in unison, with concerted movements, which appears so beautiful to the spectator, and is so pleasant to those who participate therein. Without clubs, there would be no organizations for race meets, runs, parades, or social gatherings. Without clubs, the art of riding would be generally crude. Riders learn from each other,—the in-expert from keeping company with the expert; the expert from the ambition which club competition gives. Clubs acquire and disseminate a knowledge of roads, routes, different styles of machines, etc., and in many ways promote bicycling. Without the agency of clubs, I doubt if there would now be 1,000 bicyclers in the United States, where there are now 10,000; nor any successful manufactory, or agency for foreign machines.

I have tried solitary bicycling. I rode the first bicycle purchased in my State, months before there was any club. I enjoyed that style for all there was in it. I am not by nature very gregarious; but it makes me sigh, even now, to remember how much fun I lost for lack of company during the period when I flocked all alone by myself. For instance: There was a solitary bicycler gliding gracefully along a country road. He was I. There was a ditch with running water. The wheelman ran fearlessly along the edge of the bank. It was a delicious afternoon, and a lovely country road, with the cool air fragrant with the smell of clover fields. A lovely spot. A sudden ker-chug. It was n't a frog. I knew it was n't a frog as soon as I heard it. Funniest thing I ever saw,—most of which I was. If there had been a club present, I should have laughed—after a little—consumedly. I did begin to laugh three or four times. But the man who can really enjoy a good thing, with not a soul in sight, nor a house within a mile, cannot sign my autograph. As for me, I can much better enjoy a hearty laugh in company, even at my own expense, than any degree of fun solitary and alone. So can any man with a healthy mind; and it needs a well-balanced intellect to ride a bicycle.

In a multitude of bicyclers there is wisdom. Until he rides a bicycle, a young man rarely has a realizing sense of how sadly a little too much wind may spoil his career. He can find this out alone; but in a club he will be told of it. There's many a slip 'twixt the saddle and the hip; and the more fellows there are riding, the sooner is this likely to be observed. It is in riding with a company that the bicycler observes the poetry of motion, soarings after the infinite, and

divings after the unfathomable. There are safety and courage in numbers against hoodlums; the bumped child dreads the tire. Then it is a real enjoyment to study how differently men ride, even when they ride together. How often does a rider who is ambitious to get ahead kick himself out of good society. Poor ride goeth before a fall. Awkwardness makes up-hill work of a level road. Clubs lead to much practice; and much practice at the bar leads to distinction in the L. A. W. There are some experts who reserve their tricks for the hall or the road; but the rule of a good club should be to so cut your light shines before men that they, seeing your good works, shall glorify bicycling. In going over a rutty road, handle with care. It is a wrong lane that has no turning for the wheel. Some ride so recklessly over rough places that it is a wonder their machines do not oftener come to grief; but Pope tempers the rim to the horn slam.

How can a solitary rider find out all these solid chunks of wisdom alone? He can't. But in a club he will have some of them borne in upon him by observation, and the rest by emphatic oral testimony.

In union and organization there is strength. The L. A. W. cannot engage in any work so certain to promote bicycling in this country as encouraging and perfecting the organization of bicycle clubs. Clubs cannot do any better work for the cause than in perfecting and strengthening their several organizations, and increasing their membership. Well-managed clubs become social as well as bicycling units. They form friendships which will last through life, and companionship, and concerted action and influence which will by and by make themselves felt in business, in society, in politics, and in the various walks of life. I predict that within a dozen years the legislation of various States will be affected by influences proceeding from bicycle club organizations, in various States and more cities, particularly in legislation affecting the making and care of good roads, the use and regulation of vehicles in parks and streets, etc. I predict that within a dozen years public functionaries who needlessly make themselves obnoxious to bicycle clubs, and bicyclers generally, will bid a long farewell to political life, unless they save themselves by timely reform. The vast majority of bicyclers are voters. Their numbers are increasing rapidly. Very soon the young men among them will become middle aged; and they will have their proportion of successful business men,—influential men, political and society leaders, strong men in every department of life. And they will not forget either the wheel or its causeless enemies. The legislator, either State or municipal, commissioner, or any other public servant, who wantonly makes an enemy of this growing army of energetic young men, commits an act of political folly which he will cer-

tainly have cause to regret as long as he lives.

How can clubs increase their membership? In many places where there are clubs there are also numbers of unattached bicycle riders. These do not join the club for various reasons, such as because they have not been sought out and invited to join; because they think the club and its uniform costs something; because they have not been informed of the advantages of being a club member; mostly, I believe, because too many clubs do not make such marked distinctions against unattached riders as they should. In such places, I think investigation will show that unattached riders are granted by the club about all the privileges of club members. They are invited or allowed to participate in club rides and runs and parades; they are admitted as ourselves to races. Now, in boating, or any sport, if a person presents himself at a race and wishes to enter, the very first question asked him is what club he belongs to. If he belongs to no club, yet lives where there is a club, the fact that he has not joined that club is *prima facie* considered proof that his standing is not good. He finds admission difficult, if not absolutely barred. He is not admitted to any club privileges unless he joins a club. Bicycle clubs are at all the expense and trouble of getting up and managing races, runs, tours, and parades. If they admit outsiders who do not share the expense and trouble, why, indeed, should the outsider join the club, if he can have all the privileges without bearing any of the expense or trouble? Such a policy is a mistake. If a bicycler lives within reach of a club, yet does not join it, that fact should be considered *prima facie* evidence that he is not an amateur entitled to enter for a race; that he is not entitled to any club privilege or companionship in any run, tour, parade, or bicycle gathering. If he wants to flock alone, see that he is held to his own choice. If no club can vouch for him, let him be put to the severest proofs, and be made to understand that the club is not merely an ornamental concern, is not merely an association of benevolent bicyclers who are willing to furnish sport and company for him or others who are willing to profit by the superior enterprise of others; but is a business organization which means business, and a social organization which controls bicycle companionship within its district, at the same time that its doors are hospitably open for the admission of all *gentlemen* riders who are willing to enter. Make ample efforts to induce all desirable riders to join the club; if they refuse, rigidly exclude them from all club privileges and club companionship, on the road, on the track, and everywhere. All amateur races, especially, should be strictly confined to entries from club members only, and such other riders as live where there is no club and not enough riders to form a club. These are rules which, in my opin-

ion, the L. A. W. should insist upon, and allow no official record to be made of races where these rules are not observed, at the same time barring all who take part in races where these rules are not observed from being thereafter considered amateurs, privileged to enter at any league or club races. Clubs can only control and can only vouch for the standing of their own members. Nobody can vouch for those who are not members of clubs, who ride in so-called amateur races, either as to betting, riding for money, riding with professionals, or other vital points as to character and record. The league should require all amateur bicycle races to be under either league or club management, and to be participated in only by league or club members, especially by riders who live where there is a club which they can join, within reasonable distance,—at least to declare all entries illegitimate unless they are formally vouched for and recorded by a club, if there is a club within the county where the race is held, and, in addition, such entries have, before the race, made application for admission to the league.

In my opinion, the L. A. W. is now strong enough to organize a race bureau, to take charge of all amateur bicycle racing in this country, prescribe uniform rules, require accurate and prompt reports from the clubs managing such races, with names of entries, time and distance, and statement of prices, the names to state after each entry the club he belongs to, the number of his league ticket, place of residence, and the conditions of his admission, if not a club or league member; such bureau to preserve and annually present a tabulated report of such races, thereby collecting and preserving the records of American amateur performances and standing, which records would be of the highest interest and value. Such bureau should have power to hear and determine appeals, complaints, etc., and to expel or suspend offenders. An assessment of ten cents on each race entry would provide for necessary expenses.

EXCURSIONS, RUNS, ETC.

The Germantown Bi. Club Meet.

PHILADELPHIA, 6 July, 1881.

Bicycling World:—The Germantown Bicycle Club held its most successful Meet this season, at Atlantic City, on the 2, 3, and 4 July. Twenty wheelmen registered at the Ruscombe Cottage on Saturday, and more put up at the various other hotels. Sunday morning saw more down, and the number by that time was swelled to twenty-two Germantown Club members, and ten or twelve outside Philadelphia riders. Some of the boys took advantage of the fine weather on Sunday, and rode around the streets, attracting a great deal of attention, and evidently astonishing the natives because we did not frighten any horses. On Monday morning a photograph was taken of

the club as it stood in front of the hotel. Our secretary, Mr. Corse, of course, had to be off sailing, and as his place had to be filled, Pennell filled up the gap by sticking a large piece of paper on a box with the words, "THIS IS F. W. CORSE." The effect was grand! At 4 o'clock Captain Pennell marshalled his forces, the bugle sounded, and some thirty wheelmen vaulted into their saddles and went down the street. We paraded around the principal hotels, eliciting a good bit of attention. The only accident was the breaking of Pennell's venerable baby hearse, so that the owner will have to part with it forever. After this affecting scene we wheeled around to Pennsylvania avenue, where there was to be a slow race and a quick race. The former was won by little Theo. Reath, who did splendidly; F. W. Corse won the fast race. The boys then went back to the hotel, where it was voted that a better time could not have been had. Next morning saw most of the riders on the train bound for Philadelphia.

WRIGHT.

Report of Run from Gloucester to Boston, 10 July, 1881.

Mr. Editor:—In consequence of the absence of the captain and first lieutenant, I have the honor to make the following report of the trip to Gloucester and return:—

Thirteen club members in uniform and with wheels, and one member without, appeared at Battery Wharf at a little before five o'clock, Saturday afternoon, went on board the steamer "Admiral," and staked their machines. At five o'clock the steamer started, and as she moved from the wharf, three cheers were given for Capt. Hodges, who had come down to see us off. After a pleasant sail of two hours and a half we arrived at Gloucester, where we were met by Mr. Webber, who escorted us to the Pavilion Hotel. A huge crowd of men, women, and children had turned out to see us, and the latter in large numbers followed us along the main street of the town, much to the discomfiture of several of our men. After supper had been disposed of, the men busied themselves in various ways, according to their respective proclivities, and for the most part I should say, retired early. It was intended that we should start at seven o'clock Sunday morning, but several delays occurred which detained us until half past. One of our members had the evening before, I am told, received a pressing invitation to remain in Gloucester during Sunday, which he felt it incumbent upon him to accept, and our number was reduced to twelve Boston Club men, Mr. Wheeler, of the Massachusetts Club, and Mr. Webber, of Gloucester. For the first five miles the roads were, if anything, a trifle worse than the average, but after we left Magnolia they began to improve, and with

the improvement came a more jovial spirit among the boys. With the exception of a few moments at Magnolia, our first rest of any length was at Beverly Farms, where we found a most delightful spot in the woods on the shore, and an hour was spent there very profitably, several of the men enjoying a swim off the rocks. At Salem a slight halt was made for refreshment at the Essex House, and we then proceeded to Swampscott, where we had intended to dine, but finding that the most desirable hotels were full, and did not take transients, we wheeled on to the Red Rock House in Lynn, and made our arrangements for dinner. At this point two of our party failing to show up, a detachment of three volunteers started back to look them up, found them at the Lincoln House, in Swampscott, and restored them to the bosom of the club. We were much pleased with the house and surroundings, and passed four hours there.

At 4:35 we again mounted and rode through Lynn (where we were joined by a member of the Chelsea Club), Saugus, and into Linden, where a rest of half an hour was taken, and nearly two buckets of water were absorbed. This statement will be received, perhaps, with a smile of incredulity by our members who were not with us, and I suppose the Massachusetts men would scoff at it, but it is partly accounted for by the fact that we were in a very thinly settled country and nothing was obtainable. A little farther on, however, our worthy ex-secretary was found seated on a wall with the Chelsea man, and a huge earthen pitcher full of cider, which we immediately got away with. From that point only one delay (which I will refer to later) occurred until we reached Porter's Hotel, in Cambridge, where we took a parting smile, as from there our men took different roads to their respective homes. The incident to which I refer was a little scrimmage with a man in Malden, who pretended to be an officer, but who could exhibit no badge.

He made an attempt to order two of our men off the sidewalk where the street was in a retched condition, acting, apparently, for two young ladies, who had made no complaint, and actually pushed Mr. Craigan off the sidewalk and off his machine. The man escaped with his life, but was pretty thoroughly frightened and will not, I venture to say, make any such attempt in future. The subscriber, finding when he arrived at the scene that the two largest men were handling the case, made it all right with the girls. I should have mentioned that one of our men came home by train from Lynn, and another from some station this side. The run was, as far as I am informed, very successful and pleasant, and marred by no accidents to men or machines. As stay-at-homes will realize, our journey home was pursued with more regard for comfort than for speed, and we have therefore no time which we care to put on record, but, as far as I can figure, the

riding time to Cottage Farms was about five and one half hours.

ARTHUR L. WOODMAN, 2d Lt., *pro tem.*

THE MONTREAL BI. CLUB.—The much-looked-forward-to trip of this veteran body of "Revolutionists" or "Revolvers," on Dominion Day, came off under the most favorable conditions of weather and roads that could be wished for. The start was made at 6:25 from the club house, and at 8:30 St. Vincent de Paul was reached, $11\frac{1}{2}$ miles, after a short halt at the Black River, riding time 1:45. Here breakfast was discussed, and the road was retaken at 10 o'clock for St. Martin's, $21\frac{1}{2}$ miles, which loomed in view at 11:48, 20 minutes having been consumed in stoppages, to inquire the way, etc. Lunch came in very nicely here, and, much refreshed, the riders of the "steel steed" bowled along through St. Laurent to Lumpkin's, 31 miles, where a detachment of fresh men was waiting. In spite of the miles already covered the next 9 to Hanna's, at Lachine, 40 miles, were done in 40 minutes, as fast as the race last Saturday, some lovely coasting being done down Cote St. Luc. After a hearty dinner, the return to the city was made. Total distance, excluding fractions, 50 miles per cyclometer; net riding time 6 hours 29 minutes, making a very fair average for a whole day's ride on Canadian roads. On Saturday afternoon the same members who did the day trip on Friday, accompanied by one other, rode to Point-aux-Trembles and back, a distance of 23 miles, pretty conclusive proof that bicycling is as easy as "rolling off a log," when you know how. The evening rides on Monday, Wednesday, and Friday are very delightful, and should be patronized by a much larger number than they are. There is no reason why twelve or sixteen should not turn out every time, considering that there are over thirty riders in the club.

HORSE ACCIDENT RECORD

[We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.]

ON 4 July, Matthew Nolan, while driving along Berkeley street, was thrown from his carriage by turning too short into Beacon street. He suffered a concussion of the brain, and was taken to the city hospital. The horse becoming frightened ran through Beacon street, and William O'Keefe, in attempting to stop the animal, was thrown down and sustained a cut on the head, which was dressed at the Massachusetts General Hospital. After demolishing the vehicle by running against a lamp-post, the horse continued along Beacon street, and was stopped at West Chester park by mounted officer Bates of division 14.

MISS DORA CHASE was thrown from a carriage by a runaway horse at Westfield, Mass., Sunday afternoon, and very seriously injured.

A TEAM belonging to Hale's Mattapan express was standing, Saturday afternoon, on Federal street when a United States mail wagon, driven at a rapid rate, ran into it, knocking the horse down and fracturing one of the fore legs. The horse will have to be killed.

By falling from the back of a horse, Sunday afternoon, on Pearl street, William Dacy, of 227 Federal street, received a fracture of the left leg. He is at the City Hospital.

MILLER HOBBS, of 56 Bartlett street, Charlestown district, was knocked from the front platform of a Middlesex horsecar at Fitchburg Railroad Station by a passing team, and, falling under the car, was quite severely injured. He was taken to his home.

GEORGE B. WHEATON is at the general hospital with a broken leg, the result of being thrown out of his carriage on the bridge between Cambridge and Longwood. His horse was frightened by a moving bicycle.

L. A. W.

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

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 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.

APPLICATIONS.

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

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

BRANTFORD BI. CLUB, BRANTFORD, ONT. — S. W. McMichael, president; R. W. Leeming, captain; Dr. G. H. McMichael, hon. secretary; D. S. Sager, first lieutenant; T. M. Harris, second lieutenant; Henry Yeish, W. D. Jones, Alfred Jones.

OMAHA BI. CLUB. — Additional: Frank Schneider, Omaha, Neb.

CRESCEENT BI. CLUB OF BOSTON. — Additional: Frank A. Shaw, at Lawrence, Wild & Co., Boston; Frank A. Whitney, Watertown, Mass.

ESSEX BI. CLUB, NEWARK, N. J. — Additional: H. C. Rommel, at Firemen's Insurance Company, Newark, N. J.; Wm. Beech, Orange Bank, Orange, N. J.; Wm. R. Keene, 281 Broadway, New York; Fred Faitoute, 99 Lincoln avenue, Newark, N. J.; Wm. H. Hastings, at Maitland, Phelps & Co., 24 Exchange Place, New York; H. C. Elliot, Elizabeth, N. J.; Robt. K. Clark, Mount Pleasant avenue, Newark, N. J.; Fred Browning, P. O. box 3,410, New York; Jas. Timpson, P. O. box 194, New York; W. S. Benedict, Montclair, N. J.; W. Campbell Clark, Mount Pleasant avenue, Newark, N. J.

MONTREAL BI. CLUB. — Additional: Rollo Campbell, 10 Phillips place, Henry Macculloch, 8 Phillips square; Henry Plow, at Mileage Department, G. T. R.; Percy Barclay, 10 Macgregor street; Horace Joyce, 6 Cathcart street, — all of Montreal.

UNATTACHED. — E. H. Ames, Titusville, Pa.; Frank T. Hoover, 78 Fifth avenue, Pittsburgh, Pa.; H. Le Baron Smith, Frederickton, New Brunswick, Canada; Jas. B. Buch, P. B. C. and R. C., B. T. C., 2 Russell street, Southsea, Hauts, England; J. Alwyn Ball, box 185, Charleston, S. C.; Frank L. Bates, Albion, N. Y.; Arthur L. Bristol, Charleston, S. C.; Richard Garvey, 407 Chestnut street, St. Louis, Mo.; Chas. A. Johnson, Niles, Mich.

FRAMINGHAM BI. CLUB. — Additional: Frank C. Manson, Framingham, Mass.; Jno. E. Fitch, Cochituate, Mass.

CONSULS APPOINTED. — H. S. Livingston, corner Third and Vine streets, Cincinnati, O.; W. F. Dewey, at Taylor, Rodgers & Co., Cincinnati, O.; W. F. West, at Taylor, Rodgers & Co., Cincinnati, O. All other consuls for Ohio re-appointed. Jos. W. Gavet, Plainfield, N. J.; Jas. Dunn, Rahway, N. J.; C. Julian, Wood, Hackensack, N. J. Other consuls for New Jersey re-appointed.

FREMONT BI. CLUB. — James M. Osborne, President (already a member of the L. A. W.); John G. Nuhfer, John W. Pero, Frank P. Miller, Isaac Miller, Nathan I. Dryfoos, Geo. W. Lesher, — all of Fremont, Sandusky Co., O.

UNATTACHED. — E. T. Williams, Waltham National Bank, Waltham, Mass.; Lawrence Fletcher, B. T. C., 26 Exchange street, Liverpool, England; Andrew G. Kraus, Attica, N. Y.; Wm. C. McComas, Box No. 291, Hagerstown, Washington

Co., Md.; Wm. Gilbert Clark, Mt. Vernon, Westchester Co., N. Y.

HARTFORD BI. CLUB. — Additional: C. Adams, Jr., Hartford, Conn.

PROVIDENCE BI. CLUB. — Additional: Julian Jordan, Providence, R. I.; W. H. Goodwin, Providence, R. I.

HEIDELBERG BI. CLUB, OF HEIDELBERG, GERMANY. — A. Lloyd Tower, care of F. H. Jackson, New Haven, Conn.

RACES

THE ARLINGTON BI. CLUB held races at Iowa Circle, Washington, D. C., 30 June, resulting as follows: Quarter-mile heats, two in three — Stewart first, in 44 seconds for each heat; Davis second. Slow race, one hundred yards — Davis won. Half-mile race, for boys under fourteen — Stewart first, in 1 minute 53 $\frac{1}{2}$ seconds; Dinwiddie second in 1 minute 54 seconds. Two-mile race — Borden first, in 6 minutes 52 $\frac{1}{2}$ seconds; Stewart second. One mile race — Stewart first, in 3 minutes 37 seconds; Davis second.

An exciting bicycle race was run on the Lockport, N.Y., fair grounds 4 July. About 2,000 people were present. The race was for two gold medals, free for all, best two in three, mile heats. There were seven entries, Forbush, Gard, Walker, and James of this city, Barras of Attica, Smith of Rochester, and Chase of Hamilton. The first heat was won by Smith in 3.18, Barras being second, Walker third, Forbush fourth, Gard fifth, Chase sixth, and James seventh. The second heat was the slowest of the afternoon; 3.21, and was taken by Barras, who led Smith and Walker, Gard, Forbush, Chase, and James in the order given. Walker would have been second but for a "header" he took near the wire, which came near proving serious in its results. Forbush then won the next two heats in 3.19 and 3.17 respectively, showing that he was the best "stayer" in the crowd. Chase drew out after the second heat. Smith carried off the second prize, by beating Barras on the last run. Considering the condition of the half-mile track and the head wind, the time was remarkably fast.

Editor Bicycling World: — At the Exposition Grounds here, 4 July, among other entertainments of the celebration, occurred bicycle races, the prizes medals, which proved very interesting, and were witnessed by nearly 15,000 people. The first race was between bicycles, the riders being Dr. G. L. Henderson, Frank Moody, Harvey Phelps, H. B. Martin, and G. W. Strope, and was won by Dr. Henderson, and the distance was half a mile. The second was a slow race of 600 feet, and was won by the Doctor also; and the same gentleman took the prize for the next, — a handicap of half-mile race, scratch start, — the Doctor giving his contestants nearly a quarter-mile advance, and coming home but a foot behind. The fourth race was by Dr. Henderson against a horse, — the bicycler for one

mile, and the horse one mile and a half. The horse had the inside track, but the bicycle easily beat, making over a mile in 4.25. The track was a half-mile one, heavy and soft, and wet from recent rains, and under the circumstances the bicycle made a good showing, and created a favorable impression on the public. The bicycle is a new feature here, and there will be many riders added ere the summer passes, although this is the roughest city for the wheel I ever saw.

FRANK EDWARDS.

KANSAS CITY, 6 July, 1881.

COMING EVENT. — 5 October. Brockton bicycle races; full particulars of Secretary Brockton Bicycle Club, Brockton, Mass.

NEW ENGLAND FAIR. — Bicycle races, at 2.30 P. M., open to amateurs only, at Worcester, Mass., Tuesday, 7 September, 1881. The committee offer the following prizes: —

First Race. — Distance two miles. First prize, gold medal, valued at \$50.00. Second prize, silver medal, valued at \$20.00. Third prize, bronze.

Second Race. — Distance one mile. First prize, gold medal, valued at \$40.00. Second prize, silver medal, valued at \$15.00. Third prize.

Third Race. — Distance one half mile. First prize, gold medal, valued at \$30.00. Second prize, silver medal, valued at \$10.00. Third prize, bronze. Best two in three heats.

Entries Free, and should be made with Edward F. Tolman, 424 Main street, Worcester, Mass., by 5 September. The track will be in good order, and ample provision made for the convenience of wheelmen. S. Salisbury, Jr., J. L. Ellsworth, G. C. Rice, New England Fair Committee.

The races will be managed by the resident bicycle clubs, and take place upon the same track which made so distinguished a record last fall. An invitation is soon to be extended in due form to all the New England clubs to join in a parade of wheelmen, and become the guests of the Worcester and Aeolus Clubs at an entertainment previous to the races. An attendance at least double that of last year is confidently expected.

WHEEL CLUB DOINGS

A BICYCLE club has been formed at Santa Cruz, and we soon expect to hear of runs on the beach *à la* Coney Island.

At the tournament of the Olympic Athletic Club, of San Francisco, 24 June, Mr. Leonard, of the San Francisco Bicycle Club, gave a very pleasing exhibition of the capacities of the wheel, and during the same week Merrill showed the people of Quincy, Plumas County, what he could do.

WORCESTER BI. CLUB. — At the semiannual meeting of the Worcester Bicycle Club, held 7 July, 1881, the following officers were elected: Dr. John F. Adams, president; Fred S. Pratt,

[15 July, 1881]

captain; Waldo Lincoln, sub-captain; Edward F. Tolman, secretary and treasurer. As a general committee of arrangements for the parade and race at the New England Fair. Messrs. F. S. Pratt, Waldo Lincoln, E. F. Tolman, of the Worcester Club, and F. P. Kendall and F. W. Blocker, of the *Aeolus* Club were selected. E. F. TOLMAN, Sec'y.

NOTES, QUERIES, ETC.

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

WILL the inventor or proprietor of the Marine bicycle send his address to the BICYCLING WORLD?

WE request our readers and correspondents to inform us of each and every horse accident, from *any* cause, which may come to their notice, either in the public press or by personal observation.

THE Corresponding Secretary of the L. A. W. is blameless for our omission to publish applications received for our last number, they having been mislaid and overlooked by us.

WILL some one send us a description of the "Overman" tricycle, recently tested in Hartford, Conn.? We should also be pleased to have correspondents send us at any time accounts of any new inventions in bicycles, tricycles and velocipedes, or parts of them.

PHILADELPHIA, 8 July, 1881.

Editor Bicycle World: Dear Sir,— I notice in your issue of 1 July an article crediting Mr. Chandler, of the Providence Club, with being the first in this country to accomplish the feat of riding on one wheel. I enclose you a postal, which shows that it was done in Philadelphia the 26th of March last, by C. F. Cope, Jr., and the longest distance four hundred and fifty-nine feet. Please inform me if Mr. Chandler was the first, and has ridden the above distance. I would add that Mr. Cope rides on one wheel with both hands off the handles. Has this ever been equalled? H. B. HART.

REPORTS from California show that wheeling was very active in that State last month.

Editor Bicycling World:—I notice in your publication of 8 July, a series of words in the form of a poem, in which the word "bicycle" is supposed to rhyme with "icicle." I admire your paper very much, and was sorely grieved to find that so large a rock should be officially thrown in our path when we have always found it at best up-hill work to persuade the unenlightened public, not to mention a few riders, that bi-cycle which signifies, orthographically, two cycles, should not be pronounced as though meaning two sickles, as the machine has nothing in common with those implements except that it may be instrumental at times in cutting down some of the flower of our American youth.

In Providence, at least, the bicyclist is not necessarily suggestive of two sick-

lists, although some of them may be already upon one.

I think that if the BICYCLING WORLD will use its influence in establishing the correct pronunciation of the name of our graceful machine, that it will result largely in doing away with the erroneous pronunciation now in general use.

C. G. H.

PROVIDENCE, 11 July, 1881.

[We heartily sympathize with the grief of our correspondent, and hasten to assure him that we, ourselves, hesitated at that grave error in our contributor's manuscript, but concluded to let it pass to the score of poetic license. As Byron says,

"Sometimes
Kings are not more imperious than rhymes."

EDITOR.]

NEW YORK, 24 June, 1881.

Mr. Editor:—In your issue of this date, "H" speaks of the Brighton Club at the great Hampton Meet appearing in straw hats, and expresses the hope that "some clubs will take this to heart." Allow me to say that the summer uniform of the Essex Bicycle Club includes the straw hat, and was adopted when choosing the uniform as being the most comfortable summer head gear.

"PRO TEM."

[We would add that the regular summer uniform hat of the Chelsea Bicycle Club is of white straw.—EDITOR.]

GLANCES ABROAD

(From the Cyclist.)

THE Sutton Bicycle Club held their annual race meeting during splendid weather, at the Crystal Palace Grounds, on Saturday, 18 June, and out of eighty entries, fifty-seven faced the starter. The handicap, which was a very fair one, was compiled by the "Demon," and turned out a grand success, the winner turning up in John Horn, Pickwick Bicycle Club, 95 yards. Time, 2 minutes 50 $\frac{1}{2}$ seconds.

WHO says bicycling is not growing? Let such a one read the following advertisement, which is culled from the London dailies of the 18th inst.:—

BICYCLE.—THE BICYCLING SOCIETY of ALTONA (Altona Velocipede Club) requests Manufacturers of Bicycles to SEND their PRICE LISTS, TERMS, etc., to MR. HUGO LACHMUND, Ottersen, near Hamburg."

Manufacturers who scan our pages will be glad to send special detailed particulars of their machines.

ONE of the fathers of the bicycle and tricycle trade has gone to his long home. Mr. Starley, senior, of the firm of Starley Brothers, of Coventry, died on Friday evening last, of a painful internal complaint, which only developed itself a few months ago, but which subsequently carried him off with great rapidity. Originally an engineer at Penn's, the well-known marine engineering establishment at Greenwich, Mr. Starley came to Coventry in the early days of bicycling, and when with the Coventry Machinists' Com-

pany invented a number of improvements in connection with the wheel trade. Latterly he has made tricycles only, of the well-known and successful "Salvo" pattern. Quiet and unassuming, but genial and clever withal, Mr. Starley will be missed and regretted by all who knew him.

A RATHER important case came before a county court judge in one of the country districts last week, in which a chemist's assistant, who was running down hill on a bicycle on his proper side of the road, met a traction engine which was on its wrong side. The cyclist just managed to dismount, but dropped his bicycle in front of the steam Juggernaut, by which it was crushed to flatness. The traction engine people tried the old plea of "contributory negligence," but this was disallowed by the judge, who ordered payment to the bicyclist to the tune of £15 odd.

At the invitation of Mr. R. P. Hampton-Roberts, the well-known honorable secretary of the Belsize, a deputation with Mr. Shirley Fussell as representing the Pickwick, and Messrs. W. Turner and W. Pye-English, the captains, respectively, of the Stanley and Canonbury B. C.'s, attended at the Alexandra Palace to try and induce the new lessees to improve the racing track by separating it entirely from the trotting ring, and also bringing it round in front of the refreshment pavilion, so as to avoid the hill and dangerous corner now existing. One of the adverse arguments used was that cyclists were not paying visitors, and that ("greatly to their credit as men," said the lessee) they did not liquor up to the tune of trotting men.

MR. BALGUY, the Stipendiary at the Greenwich Police Court, last week committed a carman, named Henry Thompson, for twenty-one days, with hard labor, for racing along the Lewisham High Road, near Catford, and upsetting Mr. Bathby, of Penge, and a fellow bicyclist, who were out riding.

DEALERS in bicycle sundries have gone in extensively for a simple arrangement of white cover, either with or without a peak, for putting over the ordinary polo cap, and protecting the nape of the neck, which is the vulnerable point in sunstroke.

AT a meeting held at Frankfort-on-the Main, for the purpose of promoting bicycling in Germany, to which all German clubs were invited, it was decided to form a Bicycle Union under the provisional management of the Munich Bicycle Club, with the object of bringing the many clubs in Germany together, of holding races, etc., and to start a monthly circular to be edited by Mr. Walker, captain of the Berlin Bicycle Club.

A MEETING of bicyclists and tricyclists took place on Saturday, 18 June, at the Lower Grounds, Aston, Birmingham. On account of the unfavorable state of the weather the muster was not a very large

one. There were between seventy and eighty machines on the ground. A novel feature was introduced by the execution of a bicycle maze, which was very effective. After this, an exhibition of bicycles and tricycles took place in the Rink. Sixteen bicycles were exhibited. Mr. Chamberlain, first prize, gold medal (Rudge, maker); Mr. O. C. Goodwin, second prize, gold medal (Singer & Co.); Mr. P. Heathcote, third prize, silver medal (Rudge). Five tricycles were put up for competition. Mr. Taylor, first prize, gold medal (Coventry Machinists' Co., makers); Mr. Hawkins, second prize, gold medal (Bayliss & Co.); Mr. Asbury, third prize, silver medal (Allport, Birmingham). It is a noticeable fact that, of the prize-gaining machines, the "Rudge" bicycle, which obtained first prize, had been ridden some 2,000 miles; whilst the "Excelsior" tricycle, which secured the second prize for that class of machine, had been in constant use for eighteen months.

A Challenge Answered.

Editor Sunday Courier:—I notice in the BICYCLING WORLD of Friday a challenge from Albert Pierce (colored) to race any man in America from 100 to 200 miles for any amount. If Pierce means business, and will send a deposit of \$10 as a guarantee of good faith to the *Sunday Courier* or the BICYCLING WORLD, I will instantly cover it, and terms, time and place can be mutually agreed upon. I mean business, and hope Pierce means the same. Respectfully yours,

F. S. ROLLINSON,
Champion of America.

PERSONAL

MR. MORRIS, of the Baltimore Club is in town, *en route* for Mount Desert.

L. A. W. TREASURER DILLWYN WISTAR is summering at Bethlehem, N. H.

CHARLES L. PALMER, of Albany, is at the Ocean House, Watch Hill, R. I.

F. S. ROLLINSON responds promptly to the challenge of Albert Pierce, the colored bicyclist.

WILL. S. SLOCUM, of the Chelsea Club, has gone on a pleasure trip to Chicago, and left his wheel behind.

L. A. W. COMMANDER C. K. MUNROE is at Staten Island, N. J.; and there also may be found Secretary K. N. Putnam.

F. W. FREEBORN, of the Boston Latin School, goes to Europe, and his address at present will be: "American Exchange," London, Eng.

MR. GEORGE B. WOODWARD, of the Bostons, tried his new "Columbia" on the road from Gloucester Sunday, and was much pleased with it.

ON 25 June, Mr. Hermann C. Eggers, the captain of the San Francisco Bicycle Club, celebrated his birthday with a large party of friends at Germania Hall, in that city.

COL. ALBERT A. POPE sails for England on the steamer Richmond, of the Inman Line, the 23d inst., on a mingled business and pleasure trip. Col. Pope was one of the first to use the bicycle in Massachusetts, and is identified with the very earliest movement for its introduction here, and probably no man has practically done more to popularize the institution; a fact which ought to insure him a hearty welcome by and the generous courtesy of our bicycling cousins "over the way." He is a prominent and valued member of the Massachusetts Bicycle Club, which he was one of the most active in projecting and organizing.

A WORCESTER correspondent, referring to a recent episode in that city, says: "Perhaps the most novel and startling trick in wheeling is to be credited to Worcester. To perform it successfully, requires the removal of the large wheel of your machine from the fork, a flight of stairs, a wide street, and a \$100-plate-glass window on the opposite side. Practice should begin with trundling the detached wheel, guiding it with delicate applications of thumb and finger. Too much attention cannot be given at this point, as it all depends upon the touch. Having acquired this point, now try your ability on the stairs, and the chances are that the accomplishment of the entire trick will be found remarkably easy; indeed, so simple is the rest of the performance that no further instructions are required. The papers say the originator of this trick will postpone his vacation indefinitely. Any one wishing to attempt this great feat, and fearing the conditions may not be suitable, will be glad to learn that a new pane has been put in the window."

J. H. TAYLOR, captain of the Harvard Bicycle Club, of Cambridge, Mass., writes us from Oakland park, Bayside, L. I., that he and Secretary A. Thorndike intend to take a bicycle trip through Europe this summer, sailing from New York on the 20th inst. They spend a few days in London, invest in new machines of the latest pattern, and start for the continent *via* Newhaven. The route will be London, Newhaven, boat from thence to Dieppe, Rouen, Paris, Dijon, across the Jura range, Geneva, Chamounix, over Tête Noir to Maligny, Chilae, Villeneuve, Vevey, Lausanne, Fribourg, Berne, Bâle, Strasbourg, Baden-Baden, Carlsruhe, Heidelberg, Frankfort, Mainz, Coblenz, Cologne, Aix-la-Chapelle, Liege, Waterloo, Brussels, Antwerp. The course through France will be along the *route nationale* which is kept something like a racing track. Along the Rhine they travel over the Roman road, perfectly level, and considered one of the finest in Europe. From Antwerp they take steamer for London. The route as planned, is about 1,300 miles, and the tourists expect to cover it in about five weeks' travel.

MISS ELSIE VON BLUMEN gave an exhibition in Syracuse, N. Y., on the 4th,

under the auspices of the Greenway Guard. There were about 5,000 spectators present. The lady rode in two races against running and trotting horses. There were no entries for the gold badge and consequently there was no race.

GLEANINGS FROM EXCHANGES

GIL. OSMUN, of the Detroit Club, is on a pleasure trip "down east."

The members of the Detroit Club and their ladies were pleasantly entertained Thursday evening by Miss Smith, of Ledyard street.

MESSRS. HOWARD AND STANDISH, of the Detroit Bicycle Club, rode from this city to Chatham last Saturday and had a very enjoyable trip, going by way of Leamington, Essex Centre and Buckhorn.

MESSRS M. AND E. RICHARDS rode their bicycles from Toledo to Detroit, leaving Toledo at 9 o'clock Saturday morning, staying over night at Rockwood, and arriving here on Sunday morning.

H. VAN ALLEN, of Ionia, has joined the great army of bicyclers.

OTIS FULLER, of St. Johns, was in the city last week. He has the idea that St. Johns needs a bicycle club, and says they are going to have one. With their excellent roads they should be able to fully enjoy the sport.

IT is probable that the Michigan Bicyclers' Association will hold a race meeting this season, with valuable personal prizes, in addition to the slow one and five-mile championship badges, in which all the fast men will compete. A bicycle race, with Allen, of the Grand Rapids Club; Wood, of the University Club; Eddy, of the Genesee Club; Woodcock, of the Lansings, and Howard and Varney, of the Detroits, would be interesting.—"Chaff" notes.

At the London Athletic Club meeting on the 25th, when Myers will make his *d but* in England, there will be a race for boys under sixteen who are sons or brothers of members, and, to make it fairer for the very young ones, the starters will be handicapped according to age. Now, boys, persuade the "governor" and your big brother to join the club and give you a qualification.—*Boys' Illustrated News, London.*

THERE are now over 200 bicycle clubs in London, England. The "Pickwicks" are the oldest, having been formed in June, 1860. The "Press" Club are confined to members of the press. H. L. Cortis, the amateur champion of the world, is a member of the "Wanderers" club.—*Detroit Chaff.*

THE bicycle Meet recently in London was the most successful they have yet had. The spectators were far in excess in numbers than at any time heretofore. Close upon 2,500 bicycle riders were on the ground, and nearly 1,900 joined in the procession, which was in far better order than last year, and the ride was concluded

with hardly a single hitch or break. The "Temple" headed the list of metropolitan clubs, with forty-eight. The "Moulesy Niggers" were a conspicuous portion of the parade, and very nearly, if not quite, the best riders there. No less than 141 clubs, represented by 1,554 riders, filed in procession, and 811 unattached of all sizes, shapes, and vehicles brought up the long tail.

It is high time this piece of picnic poetry was circulating again, so we give it a start:

Beneath a shady tree they sat,
He held her hand, she held his hat;
I held my breath and lay right flat;
They kissed, I saw them do it.
He held that kissing was no crime,
She held her head up every time,
I held my peace and wrote this rhyme
While they thought no one knew it.

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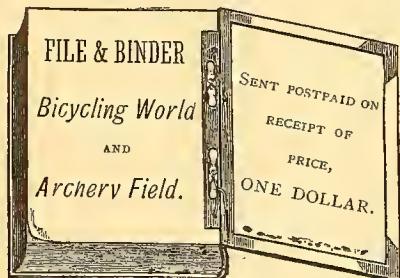
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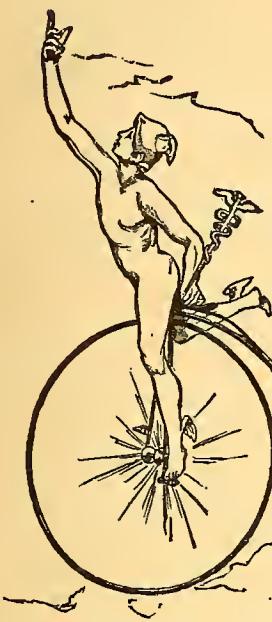
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