

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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[Vol. V.]

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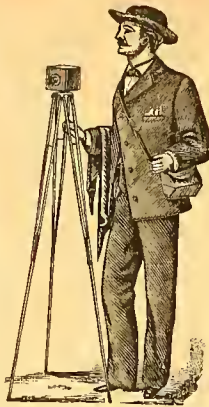
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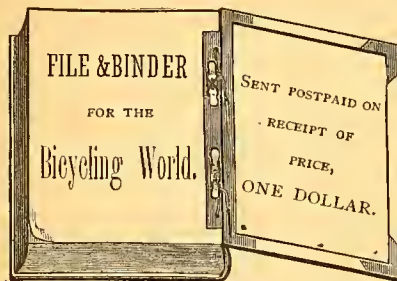
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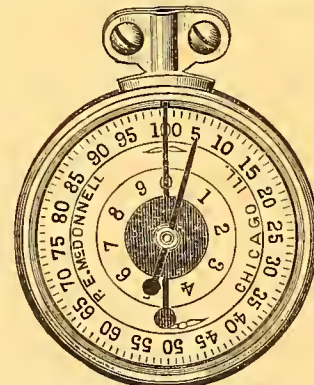
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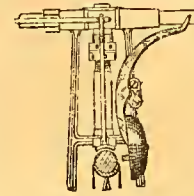
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J. VAN SMITH, general baggage agent of the Baltimore and Ohio Railroad, has issued the following sensible order to agents and baggage-masters on that line: "In future, bicycles will be carried free in baggage cars between any stations on this line, when accompanied by owner or rider, upon presentation by him of his passage ticket. Care must be taken in handling them to prevent damage or breakage."

A WELL-ATTENDED meeting of the bicyclers of Philadelphia was held at Horticultural Hall last Saturday night, to make arrangements for a meet to be held on 26 October, in connection with the out-door sports by the Bicentennial Association on that day. At a previous meeting a committee was appointed to confer with the managers of the Bicentennial Association in relation to the proposed meet, and this committee made its report Saturday night, which in substance was that every facility would be afforded the bicyclers by the Bicentennial Association, which also offered to defray the expenses incident to the display, and recommended that it be under the management of a committee of wheelmen. The report was accepted, and it was decided that a meet should be held on the day named in the park. It was calculated that at least four hundred wheelmen from Philadelphia and vicinity would take part, and that an assessment of fifty cents upon each rider would yield a sum sufficient to defray all expenses, as all that would be needed would be a room in the neighborhood of the park in which the bicycles could be stored, and a small outlay for stationery, etc. A committee consisting of Messrs. Lewis, Gideon, and Hunt was appointed, who in turn will appoint a committee of arrangements, not to exceed fifteen members, to arrange the details.

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, postpaid, at the following rates:—

One year, in advance.....	\$2.00
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

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, 4 AUGUST, 1882.

NAMES AND BADGES.

WE last week announced the formation of a new bicycle club in Lynn, Mass., which had adopted the name "Crescent Bicycle Club." Several instances of this repetition of names as well as a similarity in badge designs have come to our notice, and we wish to express our objection to the practice. It not only evinces a poverty of ideas and invention as well as a servile recognition of the superior merit and reputation of a rival club, but it frequently entails confusion and misunderstanding. It does not so much matter if the namesake clubs are widely separated or in different States, as for instance the "Hermes" of Providence and the "Hermes" of Chicago, the "Meteor" of Boston and the "Meteor" of Detroit, the "Ariel" of Chicago and

the "Ariel" of Pittsburg, — although we deprecate this also, as in bad taste, considering the broadness of the field of nomenclature, — but in the particular instance to which we refer, it is especially unwise if not discourteous; because Lynn is virtually a Boston suburb, and from its local nearness and identical title the new club will be often liable to be confounded with the well-known and popular Crescent Bicycle Club of this city. Some two years since a club was formed in Boston under the title of "Hub Bicycle Club." It was not a very "pushing" club, and was seldom heard of, and so last fall a club of colored young men, not knowing of the other, adopted the same name "Hub," being, as is very well known, Boston's most common nickname as the "hub of the universe"; but on their attention being called to the fact that there was already a club of the same name, they promptly changed, and at our suggestion called themselves the "Shawmut [Indian name of Boston] Bicycle Club." In the matter of uniforms, where modest and genteel attire is desired, there must necessarily often be a similarity of style, as in military service uniforms; but the badge or decoration easily distinguishes these, and it does not so much matter. In titles, however, the field is practically unlimited, either in appropriate, suggestive, or fancy names, and it should be the especial care of clubs to avoid repetitions or copying. Of course, the most appropriate and characteristic name for the club first formed in a city or town is that of its birthplace. Thus, the Boston, Chicago, Montreal, New Orleans, New York, Philadelphia, Worcester, Cambridge, Springfield, etc., bicycle clubs are all well and most appropriately named. The next choice should be the name of the State, as Massachusetts, Maryland, Missouri, Connecticut, etc. After these, fancy names are in order, and they may take any form desired; yet should as far as possible still be suggestive, and not utterly inapt or meaningless. For instance, in Boston we have the "Shawmut," "Hub," and "Bay State," each indicating their location; and in Pittsburg is the "Keystone," in Wheeling the "Nail City," in Springfield, Ohio, the "Champion City," in Brooklyn the "Kings County," and so on, — all good names. Without doubt, in many cases the copying of names as well as badges is unintentional and done through ignorance;

but before adopting names and insignia, clubs should investigate and endeavor to learn if their preferences have already been adopted by others. Care should also be taken respecting badges, because these are the visible distinguishing marks of clubs. The Boston's silver star, the Massachusetts State coat of arms, the Crescent Club's crescent, the Chelsea's arrow-head, the Nashua's clover leaf, and many others, are especially distinctive, and should be sacred from imitations if they are to be of any advantage as badges. If the new Lynn club is particularly desirous to retain the "Crescent" in their name, why not prefix to it the word "Lynn," and so be known as the "Lynn Crescent Bicycle Club"? although a far better title than either would be simply "Lynn Bicycle Club." Of course these points involve no question of rights, but simply that of courtesy. The Roxbury Club adopted as its first badge a five-pointed star, but on learning that this was already the Bostons' badge it immediately abandoned it for another; thereby winning the respect of all who appreciate gentlemanly courtesy and respect for the moral rights of others. Apropos, we will be glad to reproduce in our pages the badge designs of any clubs who will send us cuts of the same.

THE *Cyclist's* Brighton correspondent, in reference to the National Athletic Association's not allowing W. Smith, who won the L. A. W. open two-mile amateur championship of America, to compete in the association's championship last June, on the ground of his disqualification through competing in John Keen's fifty-mile race in December, while G. D. Gideon, who also competed in and won the latter race, was admitted, intimates that the distinction was made on account of Smith's nationality. We do not know what were the reasons, either real or nominal, for the National Association's action, but can assure the *Cyclist's* correspondent that the motive he imputes is the very last which would actuate any association of gentleman amateurs in this country. We fancy, however, that since a mutual agreement has been effected between the N. A. A. and the L. A. W. respecting amateur recognition, the relations of Messrs. Gideon and Smith to the League may have had something to do with it. Mr. Gideon is a member of the League in good standing; while Mr. Smith, although we believe nothing has ever been alleged to his discredit as a gentleman, was last fall proposed for membership under a misrepresentation, either through his own or his proposer's fault, and this misrepresentation has never been explained, and Mr. Smith

has never been elected to the League and so received its indorsement, and consequently is not, we presume, in the opinion of the National Association, an amateur wheelman in good standing. Under the new order of things the L. A. W. will have no two and five mile open amateur events this year, having surrendered them to the National Association; and they were run at their annual meeting the 10th of June last, when Mr. Smith was barred out.

WHY does not the League bestir itself and do something practical in the way of urging the tariff commission now in session at Long Branch to do something about reducing the duties on imported bicycles and tricycles? This is a field that ought to have been worked long since. We suggested it before the annual meeting and in time for its consideration; but that convention was more interested in the less important matter of who should govern the body another year, and how the membership might be more rapidly augmented, than in studying how to practically benefit its members and the interests of wheelmen at large. The League is accumulating a fund which ought to be put to some other use besides drawing interest and paying a few printing bills. The fact that the organization has been hitherto a sort of freemasonry, only, to wheelmen is owing to its management and not to any weakness or imbecility in itself; and if the new board of officers wish to prove the wisdom of their selection, they now have a most glorious opportunity. We can readily allow for the partial inaction consequent upon the newness of existence during the first year of the League, and its second year's complacent waiting for "something to turn up" must be magnanimously forgiven; but the *third* time *must* evolve something, or wheelmen will get discouraged. Come, Messrs. the Executive Board, "brace up, and have some style about you"!

THE editor of the *Tricyclist* objects to the use of the substantive in naming wheel clubs, on the ground that the term "bicycle club" often indicates to outsiders the idea of associations formed for the sale or purchase of machines, and he suggests that the more correctly adjectival terms "bicycling" and "tricycling" club be substituted. How about the "Bicycle" Union, "Jarge"? Again, in view of the fact that tricycling is rapidly becoming as important and influential as bicycling, why not adopt (as do many clubs in this country) the more comprehensive term, "wheel club"? The League of American Wheelmen admits both classes of riders, by its title as well as the text of its constitution, which says: "Any amateur *wheelman* in good standing may become a member."

Dear *Cyclist*: — The "Tour Through Ireland" was written for the *WORLD* by a gentleman in Philadelphia, he having commenced it and sent a portion to us

for examination last January, promising to complete it if we desired. We told him we desired, and he sent the remainder many weeks later; but we were unable to commence the publication until late in March and then not continuously since, and besides, we made alterations in the author's manuscript and title both, and we have noticed the same alterations and intervals of publishing in your local contemporary's reprint. Therefore, we are not a victim to our author's enterprise.

THE *Bicycling Times* describes and illustrates an invention similar to, if not identical with, one we saw applied to a machine when at the Chicago Meet, and which came, we think, from Hartford. It consists, superficially, of a spiral spring working on a spindle inside the termination of the backbone, which telescopes the rear fork, the spindle being really an extension of the latter. It is, of course, intended to counteract the violent rear vibration experienced while riding the ordinary machine on a rough road.

THE Ohio wheelmen are bracing up for the L. O. W. meet and races. The moral Champion Citys, despite their name, will not compete in the latter, because their by-laws forbid it; and the Buckeyes will not compete for the silver bugle to the best looking club, because being the local club, they are too considerate to appropriate all the honors. This being the only competition to which the Champion Citys are eligible, they intend to get themselves up regardless; and they can do it, too.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, \$40; one-mile dash, gold badge, value, \$50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1, 733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. one-mile straightaway, three prizes, club members only. Three-mile champion race, one heat, two prizes, club members only. One-mile, best two in three, three prizes, open to all amateurs. Two-mile straightaway, two prizes, open to all amateurs. Slow race, one prize, open to all amateurs. Fancy riding, two prizes, open to

all amateurs. Drilling by club, etc. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3:30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

PHILADELPHIA, 17-22 JULY. — A six-days' professional bicycle race was run at Ridgeway Park this week, between Louise Armaindo and Elsa Von Blumen, it being the first encounter between these two noted bicycliennes. They were to run ten miles each daily, in two-mile heats, the one winning the most heats to be declared the victor. Louise won twenty-one of the thirty heats, her fastest heat being made in 7m. 38s.; Elsa's fastest being timed at 8m. 32s. Louise won the heats easily, as she chose. She rode a 50-inch wheel, while Von Blumen rode a 48-inch which was too small for her. There was also a contest between the ladies and horses, to last six days, the ladies to cover twenty-one miles daily to the horses' twenty-five miles; but the track was too narrow, and on the fourth day the horses were withdrawn, having made only sixty-nine and a half miles to the ladies' seventy miles. The fifth day W. J. Morgan attempted to ride sixteen miles to the ladies' fifteen, but his machine got disabled, and he lost several laps and only covered fourteen miles and five laps; time, 58m. 56s. The last day Morgan essayed fifteen miles against the ladies' fourteen miles, but they again won, he having covered only fourteen miles two and three quarter laps; time, 56m. The track was an eight-lap one. T. W. E.

CANTON, PA., 22 JULY. — The first race meeting of the Canton Bi. Club took place Saturday, 22 July, and was successful in every way. The event had been advertised very little; but notwithstanding, a neat sum was taken at the gate for the club fund. The races were gotten up to prove the championship of this vicinity. The first race called was a half-mile, in which the contestants were Frank Mayo, Jr., Edgar L. Davenport, Harry B. Davenport, Fred. Black, and Arthur Cook. Ed. Davenport had it all his own way from the start, but rode for time, and passed under the wire in 1m. 38s.; Black, second, 1m. 55s.; H. Davenport, third; Mayo, fourth; Cook, last. In the next race, one mile straightaway, the same parties, with the exception of H. Davenport, started. "Capt." Davenport also ran this as he pleased. Black took the lead on the first quarter, but at that pole was passed by Davenport, who, not being pressed, rode easily, — so easily that he put "legs over handles" on the home stretch until within fifty yards of the wire, then made a spurt and went flying under the wire in 4m. 4s.; Black, second in 4m. 28s.; Mayo, third; Cook, distanced. These two races decided the

championship, and the winner was to be barred out of the last race, — a quarter-mile dash. H. Davenport, R. Van Syckle, and A. Cook started in this race. It was the most exciting of the day. Van Syckle took the lead after starting, but Davenport soon caught him, and they came down the home stretch neck and neck; but at the wire Davenport went under in 50½s., with Van Syckle on his heels in 50½s.

This ended the day's sport, and on all sides could be heard favorable comments and expressions of appreciation at the novelty. It has given a new "boom" to bicycling, and we are requested to give a big meet in September. A large amount of the fair sex were present and helped to make the boys go. The machines ridden were as follows: E. Davenport, 52-inch Standard Columbia; H. Davenport, Extraordinary Challenge in half-mile dash, and a 52-inch Standard Columbia in quarter-mile dash; F. Black, 52-inch Mustang; F. Mayo, 50-inch Special Columbia; R. Van Syckle, 50-inch Special Columbia; A. Cook, 48-inch Standard Columbia. CAPTAIN 2556.

PROVIDENCE, R. I., 26 July. — There were two races by the Pawtucket Bicycle Club at Roger Williams Park, Providence, R. I., 26 July, 1882, open to members of club only. Prizes given by Mr. Cooper. First, a mile scratch, with six starters: F. F. Ames, F. Binford, B. Meader, C. Henry, H. L. Spencer, and S. R. Bucklin, Jr. The race was a close one to the last quarter, when Ames pushed ahead and won in 3m. 18s.; F. Binford second, in 3m. 28s. The prizes for this race were: to first, a nickel-plated lantern; to second, a bell. The second race was a 3-mile scratch, with three starters: B. Meader, S. R. Bucklin, Jr., and F. Binford. Meader was a long way behind until the last half-mile, when he spurted and won easily in 13m. 18½s.; F. Binford second, in 13m. 30s.

PAWTUCKET.

LAST Saturday afternoon a twenty-five-mile race by two bicyclers against Lulu Montrose, the equestrienne, she to change horses at will, and they to alternate with each other as they chose, was run at Providence. The track was too soft for the wheelmen and not of the best size and shape for horses, so that good time was made by neither. The lady won by four miles.

A BICYCLE track has been laid near the Sea Beach Palace Hotel, Coney Island, and a series of races are to be run there next week, among them a six-days' contest between Armaindo, Von Blumen, and Morgan, the ladies against the latter. Mr. T. W. Eck writes us that Morgan is improving wonderfully, and he predicts that he will be the coming long-distance rider of America. He is training constantly and hard.

ON 20 September there is to be a professional bicycle race at Springfield, Mass., in which James Mellen and

Thomas Harrison will ride against J. S. Prince twenty miles, the latter allowing his antagonists to alternate every five miles.

A TWENTY-MILE race is soon to come off between a bicyclist, "Unknown," and trotting horses, all comers, on the trotting track at Brockton, Mass., for a purse of from \$300 to \$500.

In a challenge published in *Turf, Field and Farm*, Louise Armaindo, the champion bicyclienne of the world, says: "An article in the *New York Clipper* stated that J. S. Prince, champion of America, who raced against me at Norwalk, made me run so fast that I was exhausted at the end of five miles, in a race where he had to give me one mile start in a ten-mile race. Now, the track was so bad that it took Prince 51m. 55s. to do the distance himself; and to show that J. S. Prince cannot exhaust me in any race, I am willing to race him, or any man in America, and the one who rides the most hours, minutes, and seconds without dismounting to be declared the winner."

F. MOORE, the winner of the one and twenty-five mile Bicycle Union championship, rides a Royal Mail racer, which machine, according to the *News*, is immensely popular, nearly 75 per cent of the racing men at Aston using it.

THE Sanspareil is also popular, and one was ridden by M. H. Whish, who ran second in the one-mile race. His machine is a 56-inch, and weighs only twenty-six pounds.

A FIFTY-MILE amateur bicycle race will be run at the Polo grounds, New York, 9 September, under the auspices of the Manhattan Athletic Club, for three gold-medal prizes.

Mlle. LOUISE ARMAINDO sends us the following: — CHALLENGE. I hereby challenge John S. Prince, champion, or any other bicycle rider in America, Prince to give me five miles in every fifty miles, a race. The one who rides the most hours, minutes, and seconds, without dismounting, to be declared the winner; the editor of *Turf, Field and Farm* to be stakeholder.

Mlle. LOUISE ARMAINDO,
Champion Bicyclienne of the World.

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.]

The L. A. W. Elections.

Editor Bicycling World: — Your editorial in the issue of 28 July, protesting against the recent decision of the committee on rights and privileges, has given us new hopes, and we cannot but commend your sound arguments and call for justice to all parties interested. The

Maryland Bicycle Club made application to the League on 20 June, fully expecting to have the privilege of casting their votes in this election; but in a communication from Mr. A. S. Parsons we were told, as the line had to be drawn somewhere, he could see no better place than at the opening of the polls. I think there is little room for doubt that the new constitution of the League, which places the selection of State officers in the hands of the members of that State, has induced many clubs as well as unattached riders to join the League. If the decision of the committee on rights and privileges is sustained, then all those who have joined with this expectation of voting will find they have as little voice in the matter as under the old constitution. And I think that nothing will more clearly show the injustice of this decision than the fact that calculating from the date on which the new rules were published, it was impossible to become a member of the League before 15 June. Our protest was duly entered at the time, and we had lost all hope of its being favorably considered; but now that the WORLD has championed our cause, and knowing that in this, as in all other things, it will not silently submit to an injustice, we gladly trust our cause to your defence, and confidently await the result.

E. F. LECATO,
Sec. Maryland Bi. Club.

105 SOUTH STREET, BALTIMORE, 29 July, 1882.

Transportation Charges.

Editor Bicycling World: — I recently wrote the WORLD in reference to transportation of bicycles on the Little Miami Railway. As yet I have received no official information concerning the matter, but I am able to state that the baggagemen have ceased to collect extra fares, and this fact would seem to indicate that official action has been taken by the railway authorities to the entire satisfaction of wheelmen. I have also seen it stated in several newspapers that a general order has been issued forbidding baggagemen from collecting any fares on bicycles. The Xenia Bicycle Club claim the honor of having brought about this favorable change.

W. INANS.

XENIA, OHIO, July.

Bicycle Transportation from Chicago.

THE question of transportation of bicycles is one that ought to be settled as soon as possible, and the roads making the best arrangement with wheelmen should be the ones to receive their patronage. It is getting to be quite a common thing for wheelmen to take their bicycles along when on trips through the country, and more would do so if they knew that it would not be too much trouble. If one goes at it in the right way, he will have no difficulty in having his wheel well cared for on the following lines out of Chicago: The Chicago, Milwaukee and St. Paul and Chicago and Northwestern Railways com-

mand the entire West and Northwest. The former road is more liberal in regard to carrying wheels than the latter. Still, it is well not to be entirely beholden to the baggage-master, and a request for permit, addressed to Mr. A. V. H. Carpenter, general passenger agent, Milwaukee, will be promptly granted. Wheelmen desiring to travel on the Chicago and Northwestern should ask Mr. N. A. Phillips, general baggage agent, Chicago, for a permit to carry wheel in baggage car free. It is well to write your own permit and ask him to sign it, as follows: "To baggage-masters Chicago and Milwaukee" (if that is the destination). "Upon presentation of ticket please check through one bicycle for Mr. John Smith, the bearer, free, at owner's risk." Then pin your ticket to this permit, and you are safe. The signature of the general baggage agent carries the same force with it in the baggage-room as that of an absolute monarch in his country. On the trains of the Chicago, Milwaukee and St. Paul, and Chicago and Northwestern, we have not been in the habit of paying the baggage-masters any "backsheesh," and they will not, therefore, expect any. As regards tipping, it is well sometimes to make the baggage-master some little recognition, where the car is full of baggage, and he has had to use extra care to put the wheel in a safe place; or perchance has been obliged to shift it around the car in order to keep it from getting jammed. But where the baggage-cars are entirely empty, and you go in and stow your machine away to suit yourself, it is not to be expected that you should pay the baggage-master anything when he gives nothing in return. In fact, it is not well to do so, for it makes them expect it, and when a bicyclist fails to give them anything they feel out of humor. When boarding the baggage-car, always hand the baggage-master your permit first, and then he will not feel that you are trying to run things yourself, as he will if you shove your machine on and then ask him afterward if you can do so.

Bicyclers going east of Chicago, if they will take the Michigan Central Railroad, will be assured of good treatment of their machines, and the same will be checked through to New York, Boston, or intermediate points, if they will call upon or address Mr. F. I. Whitney, assistant general passenger agent, Chicago, requesting permit. This line is particularly generous to bicyclers, and was the only road centering in Chicago that met wheelmen half-way in the matter of securing reduced rates for those wishing to attend the L. A. W. meet, even going so far as to request their agents along the line to hunt up the boys and advise them of the reduction in rates. But even on this line there are a few crabbed baggage-masters, who feel that when they are intrenched in their cars at some way station they are bigger men than the general passenger agent, and it is well to be equipped with a permit. It is like possessing a "shooter," when go-

ing through a strange country. It makes one feel safe and independent, and it is humiliating to have to depend upon the dictum of a baggage-master whose authority is really very limited. Some of these fellows like to work bicyclers for all they are worth, having the false impression that they have more money as a general thing than they know what to do with. Those going south from Chicago had better take the Louisville, New Albany and Chicago Railway. Write Mr. Murray Keller, general passenger agent, Louisville, Ky., and he will give the permit. We have not had much experience with this road; but they carried the club captain and quartermaster to Louisville once, and took good care of the wheels without charge. When shipping your machine, if it is convenient, wrap the backbone with strips of cotton; also the forks. This prevents scratching of paint or nickel. To crate the machine renders it as helpless and unmanageable as a small-sized elephant. This of course refers to shipping other than by express, without going along with the machine to lift it into the baggage car and stow it away yourself. STENO.

Xenia.

Editor Bicycling World:—The Xenia Bicycle Club has adopted a new uniform of blue-black velvet, which will be ready before the L. O. W. meet, 28-29 August.... Mr. John Barrett of Spring Valley, Ohio, made a run from that place on the 16th inst., through Wilmington, Sabina, Washington Court House, Jamestown, and Xenia, and home, a distance of eighty miles, in eight hours.... Spring Valley, Ohio, has five bicycles. This not being enough to have a club of their own, they will all probably join the Xenia Club. The two towns are six miles apart.... Wm. Galway of Cincinnati made a run from that place to Xenia on the 22d inst., sixty-five miles, spent the following day in Xenia, and was home again the morning of the 24th.... R. S. Kingsbury, captain of the Xenia Bicycle Club, started on a run on the 18th inst., stopping first at Dayton; thence to the Soldiers' Home, where he was cordially welcomed by the governor and everybody else connected with the institution; thence to Eaton, where he made quite a stay, and where he surprised the natives by riding several feminine acquaintances about the city on his step; thence to Richmond, Ind.; thence back to Eaton; thence to Cincinnati, and home from there by rail, arriving on the 21st. He was accompanied part of the way by S. M. Livingston of the Xenia and Cincinnati Clubs. AINEX.

Lawrence.

Editor Bicycling World:—A constant and interested reader of the WORLD, I have noticed that Lawrence is seldom heard from, and one might judge that the warm weather had diminished our enthusiasm in bicycling; but I want to assure you that we are making the

most of our opportunities, and are taking much enjoyment on the wheel. New names are being added to our list of riders every day, and this valuable aid to locomotion is rapidly growing in popular favor about here. Our club is in a flourishing condition, having an active membership of more than thirty, which we expect to largely increase during the next two or three months from the ranks of those who have taken their first lessons on the wheel during the present season.

A very pleasant run has just been taken,—the associations resulting from the Essex County League adding much to its enjoyment. On the 22d inst. six members of the Lawrence Club started from the Common about 5.15 A. M., and journeying through North Andover, were joined by one of the North Andover Club, and pushed on towards Salem, going out of our way somewhat to see some of the wheelmen of Beverly, two of whom escorted us from that place to the Essex House in Salem, where we found our enthusiastic "Pedal Pusher," all going down to Juniper Point, where we spent the day. We were here joined by our Salem director of the L. E. C. W. and our vice-president and director from Marblehead. A fish dinner was enjoyed by all, and a meeting of the officers of the League held after dinner. It was decided to have a League excursion in August, a meet in September, and a race meeting in October. Towards evening our genial fellow-wheelman, Mr. Philbrick of Salem, kindly tendered us the hospitality of his yacht, honoring us with a parting salute from his 12 or 1,200 lb. (I really have forgotten which) gun. After nine o'clock, in the dark and semi-moonlight, we picked our way back to the Essex House and passed a comfortable night, only to be routed out in the morning by six more Lawrence boys, who had made an early run from Lawrence in one hour and forty-five minutes (twenty miles, and not sandpapered roads either) clamoring for breakfast. After breakfast, our party, augmented by four of the Marblehead Club, and now assuming quite imposing propositions, took the most delightful run it has been our privilege to enjoy, through the Beverly Farms and "Manchester-by-the-Sea" to Gloucester. We got dinner at the Pavilion, our Marblehead friends getting ahead of us to the extent of settling all bills before we imagined what they were up to; "in recognition of some former courtesies," they said. From here all of the party returned home *via* Salem, except two who had planned for three days more on the wheel.

On the morning of the 24th, in company with Mr. J. S. Newton, secretary of the Holyoke Club, who is stopping at the Pavilion, we made the circuit of the Cape, visiting Annisquam, Bay View, Pigeon Cove, Rockport, and Bass Rocks, returning to the Pavilion for dinner. Although apparently the best hotel in the place, it is not the best imaginable, we

finding it difficult to get enough to eat, although the charges were high enough to warrant good fare. After dinner we returned through the Beverly Farms to Salem, where we obtained supper at that excellent hotel, the Essex House. We then pushed on to Marblehead, where we were cordially received by the Marblehead Club, who extended their hospitality, showing us about town and escorting us over to Marblehead Neck, where we enjoyed a plunge in the cool waters of the ocean and returned by moonlight, thus closing a delightful day's ride. We cannot say too much in praise of the open-hearted and generous treatment we received from the Marblehead wheelmen. On the 25th we wheeled from Marblehead through Swampscott and Lynn to Nahant, where we obtained an excellent fish dinner at the Relay House. We returned to Lynn, and after making a flying visit to the Point of Pines, left the coast and pushed on through Medford, to Arlington, where we found comfortable quarters for the night at the Arlington House. On the 26th we rode over through Lexington, visiting the points of historic interest, and pushed on towards home through Woburn, Reading, and Andover, arriving at Lawrence at about four o'clock. We found excellent roads everywhere until we got about three miles this side of Reading, where we were obliged to walk nearly two miles in the sand. We returned well pleased with the run, and fully convinced that the bicycle is the only proper conveyance for such a trip. M. D. C.

LAWRENCE, MASS., 29 July, 1882.

Bugle Calls. II.

TIMOTHY JACKSON 's a friend of mine, —

A fellow that 's hard to beat sir,
He 's catcher and pitcher and bat of his nine,
And he rows like a steamboat that 's running on time;
And to see him eat "cream" is a treat sir.

But there 's one thing that Timothy tried in vain,

And that was to mount a machine sir, —
Or rather, he mounted; but then it was plain
That Tim had a lightness of head or of brain,
And his wife most certainly thought him insane,

He raised such a "deuce" of a scene sir.
The first thing he did when he got on the back
Of his bicycle steed was to holler out, "Jack!"

Jack, you scoundrel! Jack, you dog!
You said it was easy as riding a frog,
Or sitting astride of a rainbow at noon,
And sliding along to the lap of the moon.

Hallo! you scamp, I 'm running away,
And there on the hill is a wagon of hay!
Heaven send help, here 's the "devil to pay!"
"Twist to the right," shouted Jack, from behind,
And Tim, he not only twisted, but twined,
In an elegant fashion that called to one's mind
The mazy curves and wavy flow
Of the thread Ariadne gave to her beau.

But there 's never a lane without a turn,
And there 's never a fire but 's bound to burn,
There 's never a buckle without a bend,
And there 's never a story without an end;
And so said Tim when he went for the door

Of a cottage neat and trim sir,
And laid it flat on the clean-swept floor,
In the midst of a thunderation roar
Of babies and women and children and men,

Who "reckoned old Nick had broken his pen,

And come for his supper on earth, and then

To have 'em to supper with him sir.

Having "busted" the door, the bicycle bent

Its backbone under the table, and sent

The crockery on an excursion;

And Tim was sitting on cranberry pie,

With a chow-chow pickle patch over his eye,

And he reached for a prayer-book, and then, with a sigh,

Led the family prayer for conversion.

NINON NECKAR.

TRICYCLING

TRICYCLING, which has established itself and is increasing at a marvellously rapid rate in England, has now got a start in this country; and not only are there already a number of machines in active use here, but agents and importers are constantly receiving orders, and not a few of these are for sociables or double tricycles. Inquiries respecting three-wheelers are growing frequent. Many who declined to have anything to do with the bicycle are now manifesting great interest in the kindred machine. In view of these facts we have decided to devote a portion of our space, from week to week, to the consideration and description of tricycling and tricycles, to meet this growing demand for information. Of course, as in the early stages of bicycling in this country, much of our information and descriptive material must be got from "over the ocean," at present; yet we trust that it will not be long ere, as in bicycling, we shall be able to maintain a tricycling literature of our own. "Ixion," who has studied the subject to some extent, contributes this week his impressions of the "Club Sociable"; and Julius Wilcox, another veteran wheelman, has been for some time looking the field over and experimenting, and we are promised some account of his discoveries. The following notes and comments are taken from editorials and correspondence of the *Tricyclist*, Lacy Hillier's new three-wheel journal, which thus far has shown itself to be a most interesting and valuable acquisition to wheel literature: —

Until a bicyclist has really tried riding a tricycle, he can have no idea of its value, especially for night work; in fact, the use of the sociable makes long night trips positively enjoyable. We have not yet arrived at the end of the capabilities of the sociable, and we believe that ere-long some camping outfit will be adopted. When it is, one thing is certain, — it will have to include the machine; in fact, the machine, with the brake handles, would probably form some part of the tent frame. Erelong, men will go to Harrogate on a sociable and camp out, just as

a boat goes up the river and its crew camp out. Once again, — the capabilities of the tricycle are as yet underrated.

It is always satisfactory to us to get an expression of opinion from one thoroughly competent to speak; and on no subject are we more anxious than in an intelligent comparison between bicycle and tricycle work. In the year 1881 a well-known cyclist went a tour in Normandy, and shortly afterwards had the misfortune to break his arm. Under our advice he started a tricycle, and he now says, "I have never regretted it: bicycles are 'out of it' altogether." This, coming from a good rider of the one-track steed, who is also an accomplished tricyclist, capable of riding (as he tells us in the same letter) from Ripley to Kingston in one hour fifty-five minutes, is of course conclusive.

We have been experimenting with lamps and lamp-oils a good deal lately; and have at last attained satisfaction by means of Dearlove's "King of the Road" lamps, and "King's Oil." On a sociable, a pair of hub-lamps (with the new spring barrel, and outside regulator to the wick) insures the full width of the machine being appreciated by drivers, whilst a lamp of the "head" variety, hung on a bracket which we have screwed to the foot rests, cast a bright gleam forward in front of the steering wheel.

THE greatest disadvantage the tricycle has to contend with is the supposition that any one can ride it without learning. I have proved the reverse, to my own satisfaction, in the following simple manner: I have driven a double tricycle, with my wife by my side and fifty pounds of luggage behind us, for twenty miles without fatigue, while I have ridden with a strong man less than eight miles on the same machine without luggage and been tired out. Yet my wife, on the occasion to which I refer, did not drive, but had her feet on the foot rests; while the gentleman, being a very powerful man, was, I feel certain, exerting twice the strength I was using myself. There seems to be but one possible explanation of this: that riders without practice press down both feet together, pressing one foot down a little harder only than the other, instead of lifting up one foot and pressing down the other at the same time.

Again, tricycle riding brings muscles into action that are not used in walking, and these muscles require to be gradually strengthened by practice before either long rides or fast riding are attempted. Many persons, having hired a machine and driven it a few miles, have found it very hard work, and given up all idea of purchasing one. Beginners should restrict themselves for several weeks to riding from five to ten miles at a pace not exceeding six miles an hour.

I know one case in which a gentleman bought a tricycle, and against advice rode it home about ten miles. The next day he wrote to the agent and asked him

to send for the machine and sell it for any price he could get for it. Another instance I was told of where a gentleman hired a tricycle in the north of London for a week, and paid for it, and started to ride to Portsmouth. In less than two hours he brought the machine back, and asked to return it and forfeit any amount of the payment he had made the maker pleased, adding that he had had enough of it.

I am often asked to state the comparative speed of bicycles and tricycles. I consider the tricycle is about two miles an hour slower than the bicycle. The remark is frequently made that the tricycle is much harder work than the bicycle. I reply, not at the relative speeds I have named. The tricycle has an immense advantage over the bicycle in being capable of adjustment to the strength of the person who is going to use it. A machine with driving wheels fifty-four inches in diameter, geared level, would require a strong and practised rider to drive it up a moderate incline; but by replacing the lower wheel, which carries the chain, with a wheel from an inch to two inches smaller, the machine can be made to run so lightly that it may be driven easily — of course at a slower pace — up moderate inclines by a lady, or even by a child.

Tricycle riding is gaining ground more rapidly even than bicycling. The best makers of well-known machines cannot execute orders under about two months, and makers of one well-known sociable (that is, double tricycle) will not at present accept orders to be executed in a stipulated time.

The advantages of tricycles over bicycles are numerous and evident. They can be ridden at a slower pace than the bicycle, or stopped at any time, without dismounting, to admire a view, inspect a building, read the direction on a finger-post, or speak to a friend. They will carry almost any amount of luggage. A great many tricycles are now employed by the postmen in country districts for carrying letters and parcels. Policemen and lamplighters are also using them. Tricycling brings more muscles into play than walking, and is a more exhilarating exercise. To the healthy and strong it is even more exhilarating than horse riding.

Our greatest authority on health, Dr. B. W. Richardson, F. R. S., recommends stout people to adopt it, and says that a very stout person will find that he can ride six miles with less fatigue than he can walk one.

I know many persons who have given up rowing after a short experience of tricycling, saying that the rush down a breezy hillside is more exciting and exhilarating than a row on either river or sea.

I consider that a tricycle rider has almost as great an advantage over a walker as a rider in a railway train has over a rider in a coach. Where roads are fairly good, a tricyclist can cover six

miles with less fatigue than a pedestrian can travel three. It is probable that the rapid increase of tricycling will, before long, cause a great improvement in our country roads. Were they made exceedingly good, ten miles an hour could be ridden on a geared-up or speeded tricycle (in which the wheels would turn round quicker than the cranks moved by the feet) easier than a pedestrian could walk four miles an hour.

The "Club" Sociable.

THE interest in sociable tricycling has at last reached our shores, and the few machines of that class in use in the Eastern States are doing much to strengthen that interest, and to pave the way for their more general introduction in this country. Noticing in last week's *WORLD* that the Messrs. Carter of the Alpha Tricycle Club were intending to import a Club Sociable for use in the vicinity of Boston, the writer gives herewith a short description of the machine and his experience with it upon the macadams of Orange and its suburbs. The machine is the only one in America, and was built to order by the Coventry Machinist Company and imported through their United States agents at New York.

Two fifty-inch drivers, each fitted with 64 Club spokes, $1\frac{1}{8}$ red rubbers and crescent rims, and an eighteen-inch front steerer, are used. A point overlooked by most tricycle makers is here carefully observed. The rim of the steering wheel is constructed especially deep, and the tire well sunk in it, thus obviating that common trouble of loosening the tire through the unavoidable skidding of the wheel which must exist in all single side drivers (barring perhaps double steerers such as the Coventry Rotary) and in Sociables when the power is unbalanced. The frame of thin shell steel tube is very strongly shaped in graceful curves, giving the harmonious lines so noticeable in the Cheylesmore and other single tricycles of the firm. The bearings are ball throughout, wheels, cranks, and pedals, all adjustable and having oil holes covered with a neat slide. On the right (lady's) side the driving action is fitted with the celebrated Cheylesmore clutch gearing, and a neat dress guard over the chain. Lamplugh and Brown's suspension seat and tricycle saddle with back rests take the place of the ordinary seat with their slipping cushions. These are supported upon scroll springs, giving as complete comfort as the cradle spring. Braking power is provided through an upright lever ending in a horn handle, placed between the adjacent spade handles of the two seats. This enables either rider to apply it. A link and arm connect the lever with the brake rod, which passes through bearings at both ends and in the middle, and has long spoons bearing on the rubbers about eight inches above the ground. This brake arrangement is peculiarly effective and satisfactory. It is extremely powerful, and unlike most brakes increases

steering power by adding to the weight on the steering wheel; the position of the spoons entirely prevents any dust or mud being thrown upon the riders. As the weight is nearly balanced over the drivers, a small safety trailing wheel, some five inches in diameter and four above the ground, projects in the rear at the end of a curved and tapered steel tube; this is lightly braced for additional strength. The finish is that which characterizes all of the Coventry Machinist Company's work, perfect in every detail, distinguishing it as a Brewster carriage outshines an ordinary vehicle. Spokes, hubs, pedals, oilers, dust caps, handle rods, foot rests, seat rods, brake lever and connections, steering rod, rack and pinion, etc., are nickelled on copper, the rest japanned with fine lining in color.

Several trials have shown it to be remarkably easy running and a wonderful hill climber, though the gearing down somewhat lessens speed. Eight to ten miles an hour is however easily attained. The pedal action is very nearly vertical, the steering is steady, and this combined with the width of the machine enables hills to be coasted at top speed. Comfortable foot rests are fitted on one side, the Cheylesmore action on the other rendering them unnecessary. From the ease with which the machine has been driven up several sharp gradients, the writer feels confident that it is capable of surmounting any grade rideable on the bicycle, and perhaps even outdo its lighter and fleetier cousin in that respect.

Sturmeys's assertion that upon a level road one rider may propel himself and companion without much exertion is fully borne out by the writer's experience. There is very little sluing tendency, — much less than when one seat is unoccupied and the weight is entirely upon one side. With a little careful attention a well-constructed tricycle can be made as noiseless as a bicycle. A bell should always be carried, and *two* side lamps on dark nights, as a Sociable is nearly as wide as a carriage.

IXION.

Jacques's Soliloquy.

Revised edition of Shakespeare as it will be in 1900.

ALL the world 's awheel,
And all the men and women practised wheelers.
They have their bicycles and their tricycles,
And one man in his time rides many mounts,
His art having seven stages. First, the infant,
Trundling his little trike beside his nurse;
Then the aspiring schoolboy, with his satchel
Strapped on his carrier, whirling like a leaf,
The longest way to school; and then the lover,
Sighing like a racer, with a woful waver,
Chasing his mistress's trike; then the club captain,
Full of strange tricks and artful exercises,
Zealous in practice, sudden and quick in vaulting,
Seeking the bubble reputation
Even in the L. A. W.; then the justice,
With fair round belly, on a heavy mount,
With easy seat and stroke of formal kick,
Fond of wide turns and dignified dismounts,
And so he rides his part. The sixth stage shifts
Into the lean and shrivelled pantaloon,
With spectacles on nose, and safety wheel;
His youthful mount, well saved, a world too high
For his weak shanks, and his big, manly style,
Turning again toward childish wobble, sways
And totters in his gait. Last scene of all,
That ends this strange, eventful history,
Is second childishness on the low trike,
Sans strength, sans speed, sans skill, sans everything.

L. A. W.

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

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

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

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

OID BI. CLUB. — Additional: S. E. Parkill, Owosso, Mich.; Geo. H. Harrison, Ovid, Mich.; V. A. Fitch, Ovid, Mich.

MARYLAND BI. CLUB. — Additional: G. C. Williams, care of H. & E. Hartman & Co., Baltimore, Md.

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CHAMPION CITY BI. CLUB. — Additional: A. D. Hosterman, Baker Rice, and D. H. Olds, —all of Springfield, Ohio.

HUDSON (N. Y.) BI. CLUB. — Additional: Wm. Wait, George E. Gage, —both of Hudson, N. Y.

MONTREAL BI. CLUB. — Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 135 St. Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Munn; John Low, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, post-office box 728; C. A. LaMothe, 15 place d'Armes; H. Shaw, 57 Redpath street; W. W. Starke, care of C. C. Snowdon & Co.; John Cassils, 204 Upper Peel street; E. W. Waud, Molson's Bank; D. B. Holden, Ames, Holden & Co.; N. Bowman, Lord & Munn; J. F. Reddy, 1277 St. Catherine street; L. D. Ross, 673 Dorchester street; W. F. Cochrane, Montreal Am. Ass.; W. C. Carruthers, Arrandale, Kingston, Ont.

UNATTACHED. — C. T. DePuy, 22 avenue A, Vick's park, Rochester, N. Y.; W. H. Learned, 28 Orange street, Rochester, N. Y.; W. J. Curtis, 23 Fitzhugh street, Rochester, N. Y.; L. B. Smith, 85 Fitzhugh street, Rochester, N. Y.; F. F. Chase, 254 North St. Paul street, Rochester, N. Y.; Henry M. Stevens, Vineland, N. J.; C. Sumner Stevens, Vineland, N. J.; H. R. Goodwin, care of Ernest R. Shipton, Salisbury, England; Thomas H. Burchell, 58 East 53d street, New York City; Henry T. Peeters, 116 Monroe street, Chicago, Ill.; David Stewart, 35 St. Paul street, Baltimore, Md.; A. C. Kenley, 90 Spear's wharf, Baltimore, Md.; Chas. S. Greenbaum, Laramie City, Wyo. Ter.; Wm. O. Owens, Laramie City, Wyo. Ter.; G. Rantoul White, Wellesley, Norfolk County, Mass. (post-office address, Newton Lower Falls, Mass.); Fred. M. Tottingham, Keene, N. H.

CORRECTIONS. — In Newton Bicycle Club candidates published 21 July, H. M. Sabin's address should read 230 Purchase street, instead of 260. In Hackensack Bicycle Club candidates published 21 July, the numbers after the names of C. Julian Wood (379) and Cyrus

Knapp (2,000) refer to their League numbers, not to post-office boxes. The club is located in Hackensack, Bergen Co., N. J. In the Missouri Bicycle Club candidates published 21 July, "Harry Hatze" should be Harry Hotze, "W. J. Thorne" should be W. J. Thom, "N. C. Thorne" should be N. C. Thom, and "Coler E. Stone" should be Cola E. Stone.

Through the White Mountains on the Wheel. IV.

JACKSON.

24. To Glen Station. Before described.
4. Moderately hard loam. Gently undulating. One or two unridable hills. Two or three dismounts necessary.
5. Slightly sandy, but growing harder. Less undulating. Some side-paths. May be ridden without dismount.
6. Sand changing to hard gravel. Level or down grade. Riding improving; becoming good.
9. Hard gravel. Level, or gently down. Excellent riding.

NORTH CONWAY.

This is a broad, well-made road, and here we found the first really easy continuous riding. The nine miles might be done with but two dismounts by a strong rider. The last four miles is good enough to make ten miles per hour on easily. Through intervals it is smooth enough for a race track.

1. Broad, level, hard gravel street. Excellent riding. Good sidewalks on each side for half a mile.
2. Middle of road slightly soft. Good side paths and turf. Level. Fair riding by picking the way.
5. Gravel changing to loam. Middle of road just soft and rutty enough to make riding hard, but fair riding to be had on turf or in occasional hard rut.

CONWAY CENTRE.

1. Clayey loam, packing down into hard, smooth ruts, six inches to twelve inches wide. Level, or slightly down. First-class rut riding.
14. Growing sandy. Level, or down. Fair riding on turf at side.
14. Soft sand. Level. Nearly or quite unridable.
2. Sandy, no grade. Unridable.
3. Grows less sandy. Level or down. Poor, difficult riding, growing better.
5. Hard gravelly loam. Level or down. Fair riding, growing excellent.

FRYEBURG.

This ten miles affords several stretches of superior riding and with the exception of the one and a half miles of sand is continuously good enough to be enjoyably ridden by a mere beginner. We made perhaps five dismounts in this distance; at least not more than this would be necessary. The road through Fryeburg village and for a mile to the west is broad, smooth, and level, affording good riding on any part of the road. The sidewalks are nearly equal to Boston Common walks. Arriving at Fryeburg, we are entirely out of the mountain region, and take our last backward views of the last of those mighty hills that have charmed and awed us for days past. From here we pushed on to Bridgton, ten miles, having crossed the line from New Hampshire into Maine. Dismal reports of the Fryeburg sand had fortified us for a struggle, but to our surprise we rode a mile out of the village in ruts or on side turf easily and without dismount, finding no trouble; some sand until the second mile, where we walked about a quarter of mile. After two and a half miles the road is fairly hard and level, with easy riding. Towards East Fryeburg there are two or three long but easy hills, which were ridden by one of our party. There had been recent rain in this district,

which may account for the freedom from soft sand near Fryeburg. In the vicinity of the Bridgton town line there are two or three miles of level, hard clayey roads which are easy and attractive riding; but at West Bridgton and three miles beyond there are many short, steep hills, with frequent sandy spots of the most troublesome description, requiring numerous dismounts. We were pleasantly entertained at the Bridgton House, Bridgton, where we passed the night. The next day we went down Long Pond and Sebago Lake by steamboat, thence by rail to Portland and Portsmouth, not caring to spend more of our time on poor roads where the stimulus of grand scenery was lacking. At Portsmouth we resumed our wheeling, going home *via* Boston over those splendid roads which are or should be familiar to every New England wheelman.

I have endeavored to carefully describe the White Mountain roads as we found them. All riders know how common earth roads change in riding qualities with the season and the amount of rain, so that others might find under other conditions quite different roads in this region. My belief is, however, that the soil of a large portion of the mountain district is of that pulverulent, sandy, loamy character which is always slightly loose and soft, but never very much so unless in extremes of wet or dry seasons. In most of the region we passed through there had been no rain for three weeks, and the summer had been a moderately dry one, the streams being lower than usual at that season. It is probable that the roads were below their average condition, especially the more sandy portions.

The practical deductions from my own experience, and a comparison of notes with other wheelman explorers of these mountains, are as follows: The White Mountain roads, with the exception of two districts, are not good enough to ride over simply for the sake of riding. To one who never has been there, I would strongly recommend the tour. I would also recommend it to those who have, provided their admiration for nature exceeds that for the art of riding a bicycle. No rider of less than a year's experience should attempt it; for ability to pull through three-inch deep sand holes, and ride half a mile in six-inch wide ruts, are amongst the qualifications of the enjoying White Mountain tourist. The two exceptional districts above referred to are the vicinities of Littleton and North Conway, where, with the short stretch by the Profile House, are a few miles of first-class country road. Whitefield and Lisbon are reported to furnish some good riding on the roads from Littleton, and in their vicinity. We encountered three belts of deep unridable sand: one about two miles wide just north of Franconia; one of five or six miles about the Fabyan House, and from it to Crawford's; and one of about two miles east of Fryeburg. The vicinity of Plymouth

is also sandy, and five or six miles of the road from here up the Pemigewasset Valley are reported so, the remaining twenty miles to the Flume House being pronounced fair riding all the way. The wheelman spending any considerable time in any of these districts will feel amply repaid for the trouble of taking his wheel along, especially in the more favored ones just mentioned. In laying out the route, I would advise moving from west to east, as the up grades are much easier in the Ammonoosuc Valley approaching the Notch than are those of the Saco Valley from the east. The average rider will not exceed five miles per hour, and twenty-five per day will be enough for comfort. The average cost per day for the time spent in the mountain region was \$3.45, this not including railroad fares or unnecessary luxuries. We stopped at the Crawford, Glen, and Summit Houses, as is necessary, but at other times chose second-class hotels, having everything needful for comfort and real enjoyment.

The following may be an assistance to those who are planning a tour in the mountains. We will assume that the start is to be made from Boston.

NO. 1. A SHORT TRIP OF FOUR DAYS.

- D'S. M.L'S.
- 1 Boston to Bethlehem via B. C. and M. Railroad.
 - 2 { .. Bethlehem.
 - 3 { Bethlehem Station.
 - 8½ { Twin Mountain House. Dinner.
 - 13 { Fabyan House.
 - 18 { Crawford House. Night
 - 31 { Upper Bartlett. Dinner at Bartlett House.
 - 39½ { Glen Station.
 - 46 { N. Conway. Night, choice of three or four good hotels.
 - 4 .. N. Conway to Boston via Portland and Portsmouth.

NO. 2. A TRIP OF SIX DAYS.

- 1 Boston to Plymouth via B. C. and M. Railroad.
- 2 { .. Plymouth.
- 24 { Flume House. Dinner. Afternoon and night here.
- 24 { Flume House.
- 29 { Profile House. Remainder of forenoon, and dinner here.
- 3 { 34½ Franconia. Afternoon.
- 39½ { Bethlehem. Night.
- 85½ { Same as trip No. 1.

NO. 3. A TRIP OF SIX DAYS.

- 1 Boston to Warren via B. C. and M. Railroad.
- 2 { .. Warren.
- 5 { Warren. Summit. Ascend Moosilauke. Dinner at Summit. Night.
- 20 { Benton via E. Haverhill and Haverhill Centre. Dinner.
- 3 { 33 Franconia. Night.
- 38 { Bethlehem.
- 84 { Same as trip No. 1.

NO. 4. A TRIP OF FIFTEEN DAYS.

- 2 { 5 Same as No. 3.
- 14 { Haverhill Centre via E. Haverhill. Dinner.
- 27½ { Lisbon via Swift Water and Bath. Night.
- 37½ { Littleton. Dinner.
- 48 { Profile House via Franconia. Night.
- 53 { Flume House. Spend day in vicinity of these two places.
- 6 { 63½ Franconia. Dinner.
- 68½ { Bethlehem. Night.
- (Sunday not included.)
- 8 { 108 Same as No. 1, to Glen Station.
- 110½ { Jackson. Night.
- 122½ { Glen House. Dinner, and night.
- 130½ { Ascend Mt. Washington. Night.
- 138½ { Descend Mt. Washington. Dinner at Glen House.
- 17 { 150½ Jackson. Night.
- 159½ { N. Conway. Dinner. Afternoon and night.
- 183½ { Bridgton via Fryeburg. Night.
- 223½ { Portland via Lake Sebago and Stage road.

CURRENTS CALAMO

FRED. JENKINS has a handsome 53-inch Rudge bicycle, just imported.

WE shall publish the full result of the L. A. W. elections next week.

HALF a dozen of the Bostons made the usual run to South Canton last Sunday.

PRINCE is having a 34-pound racing Expert built for the fall competitions on the track.

C. R. SHEPHERD edits the "bicycle buzzings" in the Springfield, Ohio, *Sunday News*.

AH, Friend Garvey, we would have liked very "mush" to have been there, but the invitation came too late.

PRESIDENT MILLER presented his club, the Buckeye of Columbus, with a handsome stand of colors last week.

THE Gothamite wheelmen have numerous indulged in moonlight spins in the beautiful evenings of last week and this.

JOHN HARRINGTON, of England, maker of the Arab bicycles and tricycles, and the cradle spring, was in town last week.

W. D. WILMOT of the Massachusetts Bicycle Club has opened a bicycle riding school at Oak Bluffs, with headquarters at the Sea View House.

THE Essex County wheelmen are contemplating a reunion and run some time this month, rendezvousing at Salem, and making excursions thence to Nahant and Lynn.

THERE are three American Stars in use in Washington, and a great many Xtraordinaries. Is the Washington concrete so sunken and worn that "safety" machines are a necessity?

THE *Bohemian* says that some Toledo tricyclers are projecting a 700-mile trip through Ohio, Michigan, and vicinity, but we opine it will be slow and hard work on the mid-west roads.

THE enterprising Champion City Bicycle Club of Springfield, Ohio, who recently so successfully originated and conducted a 'cyclist's camp, are now projecting a club picnic for their wives and lady friends.

PRINCE amused the Providence people by some exhibition fast riding on a slow track last week in that city. It is proposed to have a good track there in a few weeks, when the champion will show 'em some real going.

CALIFORNIA is not a good State, topographically, for extended bicycling tours; but Mr. Warschauer of the San Francisco Club recently covered one hundred and twenty-five miles in a two-days' trip, visiting San Jose and Monterey.

Mlle. LOUISE ARMAINDO and Messrs. W. J. Morgan and T. W. Eck request us to express their thanks to Mr. H. B. Hart, bicycle agent of Philadelphia, for favors extended to them as bicyclers during their stay in that city, recently.

THE New York *Sunday Courier* says that the Lone Star has been disbanded. We are aware that a rupture in the Solus Club is alleged as the reason why that club is not riding this season, but we believe the Lone Star is too harmonious and unanimous in its membership to disband. We don't believe the story.

THE Lawrence (Mass.) *American* mentions Mr. George N. Mason of Boston as being at present in the former city, and states that he is forty-eight years old, and an enthusiastic and constant rider on the bicycle, taking an ante-breakfast spin to Andover and return every morning, and wheeling about the streets and suburbs after business hours in the evening.

A CORRESPONDENT of the London *Field* proposes utilizing kites for propelling tricycles, and mentions several instances where they were successfully employed as motors for carriages. He suggests that a kite two feet high would be sufficient. We think this might work in a country where there were neither trees, houses, nor telegraph wires, like Colorado or — England?

OUR latest English exchanges report that the Brighton coach was overturned and several persons severely injured, 17 July, from horses taking fright at a tricycle. The details are meagre, and as the driver of this coach has an evil reputation for practical prejudice against 'cyclers, the latter did not accept the premises of the first report as final, and await particulars before commenting upon it.

"THE BICYCLING WORLD, in a recent issue, attempted to correct a statement made in these columns about the machine ridden by Prince in the ten-mile race at Baltimore. In its last number it had the honesty and candor to handsomely acknowledge its blunder." — *Boston Sunday Courier*. Now will the *Courier* have the "honesty and candor" to acknowledge its graver blunder?

ACCORDING to the *Cyclist*, the long-distance record of two hundred and twelve miles in twenty-four hours, made by W. S. Britten from London to Bath and back, has been beaten by W. F. Sutton, of the London Scottish Bicycle Club, who left London 9 July, making Biggleswade (35 miles), Stilton (75), Stamford (89), Bourne (99), and reached Stamford in Lincolnshire (111). From here he retraced his course, and arrived in London (222 miles) in 23 hours and 55 minutes, his riding time being 21½ hours.

AT one of the runs of the Boston Club lately a discussion arose as to the comparative weights of the machines used by the party. In order to settle the question, steelyards were obtained and the machines weighed with the following results: 48-inch Harvard Roadster, 49½ pounds; 52-inch Expert, 51 pounds; 52-inch Harvard Roadster, 46 pounds; 53-inch Harvard Roadster, 47½ pounds; 50-inch Harvard Roadster, 45 pounds; 56-inch British Challenge, 47 pounds; 52-inch Matchless, 46¼ pounds; 54-inch Harvard Roadster, 49 pounds; 52-inch

British Challenge, 44½ pounds; 55-inch light Yale Roadster, 39½ pounds. These weights were doubtless all a little more than the regular balance scale would have recorded, but they answered the purpose of showing comparative weights of machines ordinarily ridden.

WHEEL LITERATURE.

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

LE SPORT VELOCEPEDIQUE.—Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

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 Sturmy, 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. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. Published by Iliffe & 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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WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Wellford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER. by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.—A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER. by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

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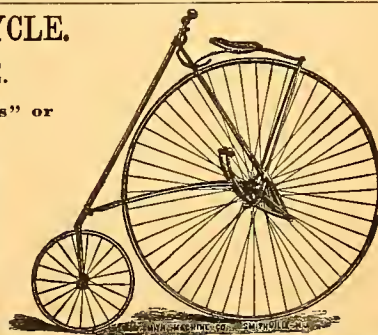
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