

Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 8 SEPTEMBER, 1882.

Volume V.
Number 18.

[Vol. V.

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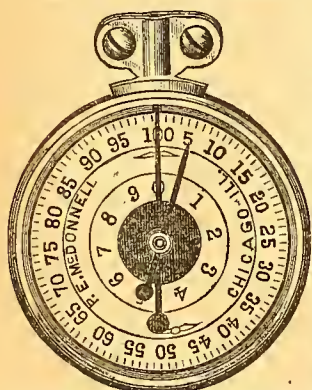
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SPRINGFIELD, MASS.,
Wednesday, 20 September, 1882.

GRAND Bicycle Tournament,

Given under the auspices of
THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of \$500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of \$200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value	\$125 00
*2 " " 3 " "	125 00
*1 " " 3 " "	75 00
½ " Dash, 3 " "	50 00
Slow Race, 100 yards, 3 prizes, value	25 00
1 mile without hands, 3 " "	50 00
½ mile Race, for boys under 15 years of age, 3 prizes, value	20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, \$30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	\$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " 3 " "	75 00

Continuous Music will be furnished Day and Evening by

C. W. HUTCHINS' BRASS BAND, 22 Pieces,

E. H. LITTLE'S BRASS BAND, 25 Pieces.

Entries Close 15 September.

[C. K. FERRY, Sec'y.

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ON

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THE Bicycling World

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

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

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Single copies are for sale at the following places: —
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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 PRIBERTON SQUARE, BOSTON, MASS.

BOSTON, 8 SEPTEMBER, 1882.

COL. POPE AND THE TARIFF.

WE have received the following communication from Col. Pope, and in justice to that gentleman gladly place it before our readers: —

Editor Bicycling World:—Sir: The statements in recent issues of your paper to the effect that I urged the Tariff Commission for an increase of the import duty on bicycles, are entirely false in every particular. If you did not know this, you at least had the means of knowing it open to you. I urged a reduction of the tariff on steel and on bicycles and tricycles, and filed papers with the Commission formulating the request; the substance of one (only) of these has been published. Most of your untruths are beneath my notice. The reiteration of this leads me to ask your attention to a denial. ALBERT A. POPE.

BOSTON, 1 September, 1882.

We have no desire to persecute or in

any way injure Col. Pope or the company of which he is president. The only occasion we have taken editorially to refer to the Colonel's appearance before the Tariff Commission was in our issue of 11 August. In that editorial we did not state that he had urged the Commission to increase the tariff on bicycles. We quoted a paragraph which, variously worded but concurrent in substance, was going the rounds of the press and reported him as urging the abrogation of the duty on steel, on the ground that "the present tariff discriminated against his business in that it imposed a duty of forty-five per cent on steel and only thirty-five per cent on bicycles." We had no reason to doubt the truth of the report, and the inference we drew therefrom was obvious not only to us, but to the general public; and we received several communications from bicyclers calling our attention to it, and urging some counter action, before our editorial was published. If the Pope Manufacturing Company had had the courtesy to furnish us with the facts, we should have been glad to publish what he now states, that he "urged a reduction of the tariff on bicycles and tricycles."

In this connection we notice that our New York contemporary, the *Wheel*, impugns our motives in advocating a petition for the reduction of tariff on imported machines just at this time; but if the editor has followed the previous course of this journal, he should have noted that we have several times, but vainly, urged the League to take up the subject, and it was only the supposed adverse action by Col. Pope that prompted us to move in the matter and initiate what nobody else seemed inclined to.

However, since the Pope Manufacturing Company and we are of the same mind in relation to the tariff on foreign bicycles, we are happy to announce the fact and congratulate wheelmen on the consequently more flattering prospect of securing a reduction. And now if the company would also act upon the hint thrown out by the *Wheel*, and, abandoning its monopoly, throw the market open to free manufacture, our accord would be complete; for is not our contemporary aware that we desire more men to engage in bicycle manufacture as the best method of improving the construction and reducing the prices of American machines? But under the present condition of things there is no inducement for makers to

largely invest in a business on which an injunction is likely to be put and a fine imposed at any time.

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

BOSTON BI. CLUB fixtures: —

Saturday, 9. Headquarters 2 P. M. Run to Beacon park for practice. Leaving park at 5 P. M., run to Cobb's for the night, stopping at Underwood's at 5.45.

Sunday, 10. Leave Cobb's at 9 A. M., run via Dedham to Hotel Wellesley for dinner at 1 P. M. Headquarters 9.30 A. M. Run to Hotel Wellesley to join party from Cobb's to dinner 1 P. M. Returning at 3 P. M. to headquarters. Arriving 6.30.

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant via Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB. — 16 September. Annual run via Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

DUBUQUE BI. CLUB. — At the regular quarterly meeting for the election of officers of the Dubuque Bicycle Club, held Monday, 14 August, 1882, the following were chosen: President, O. M. Peaslee; secretary and treasurer, H. M. Foy; captain, H. E. Trudway; sub-captain, J. C. Trudway.

H. M. FOY, Sec.

DUBUQUE, IOWA, 27 August, 1882.

CAZENOVIA BI. CLUB. — A bicycle club was organized here the 20th of last May, the meeting being held in the parlors of the Lincklaen House, when the following officers were elected: Severe Dorion, president; C. M. Knowlton, captain; F. J. Pulford, secretary. We have at present nine members, all enthusiastic, we having made club runs of forty to fifty miles a day. Our captain has made one hundred and four miles in a day, in nineteen hours from start to finish, and fourteen hours in the saddle. The route taken was the Genesee Valley turnpike; he rode five miles before starting from home. From here he went to Chittenango, ten miles; then to Oneida, fourteen miles, to breakfast; then to Utica, twenty-seven miles; then to New York Mills to dinner, and return to Utica, eight miles; from there back to Chittenango, forty miles; making a total of one hundred and four miles. The next morning he rode home against a grade of one hundred feet to the mile, with the thermometer at 90° in the shade. A few days since, our artist, Mr. Johnson, who at that time was stopping at De Ruyter, fourteen miles south of here,

gave us an invitation to visit him, which we were not slow in accepting. We made the distance in two hours. On our arrival we found a most welcome repast awaiting us, after partaking of which we paraded the principal streets, and caused about as much excitement as Barnum and Jumbo would have done, there being no bicycles there. The next morning we returned home in time for breakfast, my cyclometer registering thirty-five miles.

F. J. PULFORD, *Sec.*

CAZENOVIA, N. Y., 27 August, 1882.

LARAMIE BI. CLUB.—The Laramie Bicycle Club was organized Saturday evening, 26 August, with thirteen members. The following officers were elected: M. C. Barrow, president; Charles S. Greenbaum, vice-president; M. Dawson, secretary and treasurer; and W. O. Owen, captain. The other members are: W. K. Sinclair, Wm. C. Wilson, Jr., W. O. Downey, J. W. Donnellan, Bill Nye, L. C. Hanks, Geo. Garrett, Bert Wagner, and Morris D. Rees, Jr. This is the first organization of the kind in this Territory, and the greatest enthusiasm prevailed at the meeting. **WILLIAM O. OWEN.**

LARAMIE CITY, WY., 28 August, 1882.

MERIDEN WHEEL CLUB.—The Meriden Wheel Club was organized some two months ago with eleven members, and is officered as follows: Captain, T. S. Rust; first lieutenant, G. S. Smith; second lieutenant, J. F. Ives; secretary and treasurer, Louis Casper. Our uniform consists of navy-blue helmet, gray shirt, brown corduroy breeches, blue stockings, and low canvas shoes. Machines average fifty-four inches, two being fifty-six inches, the majority of them full-nickelled. Four new members were admitted at our last meeting, and several other parties intend purchasing machines.

SECRETARY.

MERIDEN, CONN., 31 August, 1882.

RACES

Coming Events.

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.

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value \$20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value \$25; second prize, medal, value \$12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value \$35; second prize, nickelled *Eolus* ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value \$35; second prize, medal, value \$18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value \$65; to second man, medal, value \$15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Alhauy Bicycle Club at Island Park Race Course. Events: $\frac{1}{2}$ -mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to \$150 will be given for prizes.

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.

WELLINGTON, OHIO, 23 AUGUST.—Bicycle races were held here, under L. A. W. sanction, the first being a mile and a half event for prizes, valued at \$25 and \$15, the first being won by Frank Hawkins of Norwalk and the second by Paul North of Cleveland. The second race was a third of a mile; prizes, a pair of ball pedals and a cradle spring, the winners being F. Lamkin and F. Conant respectively.

COLUMBUS, 29 AUG.—L. O. W. MEET.—The following are the results of the races in the afternoon: *Half-Mile Dash*—D. G. Porter, Dayton, 1; J. G. Kitchell, Cincinnati, 2; S. D. Kingsbury, Xenia, 3; all close together; citizens' prize, value \$40. *Mile Dash*—Robert Knight, Delaware, 1; J. B. Griffith, Steubenville, 2; time, 3m. 49 $\frac{1}{2}$ s.; prize, \$50 gold medal. *Five-Mile Dash*—Lewis Pease, Columbus, 1; W. E. Galway, Cincinnati, 2; W. H. Wetmore, Cuyahoga Falls, 3; time, 19m. 20s.; prize, bicycle presented by the Pope Manufacturing Company. *Mile Dash* for State championship—Frank Lamkin, Medway, 1; S. S. Mott, Dayton, 2; George Collier, Cleveland, 3; time, 3m. 22s.; prize, diamond badge, value \$125. The following were the officers: Judges, C. J. Krag, W. A. Whiting, F. M. Bookwalter; referee, F. T. Sholes; timers, W. H. Miller, R. S. Kingsberry.

NEW YORK, 2 SEPTEMBER. PRINCE AND MILE. ARMAINDO.—About five hundred persons, many of them ladies, assembled at the Polo Grounds in New York last Saturday to witness the 25-mile race between John S. Prince and Mlle. Louise Armaindo, the latter being allowed three miles start. Prince rode a 54-inch Yale, and Armaindo rode one of similar make with a 51-inch wheel. The riders left the starting point at 5.16 o'clock. Prince took the lead and increased the distance from his opponent steadily, passing her lap after lap, until Armaindo crossed the line on the second lap of her third mile, when he crossed off one mile from his handicap. Prince kept increasing his speed, and passed Armaindo a second time, two miles ahead, on the second lap of the fourteenth mile. The lady rode very gracefully. The perspiration rolled off her face, and it was evident that she was too heavily clad for such arduous exercise at this season of the year. It was growing dark when Prince made the second lap of the third mile of his handicap. The excitement grew intense. The crowd cheered and the ladies waved their handkerchiefs. Armaindo worked her pedals like the cranks of a locomotive, but Prince was not idle, and he overtook and passed her on the second lap of the last mile, winning the race by 34 seconds. The New

York Times gives the score as follows:—

Prince.			Armaindo.				
Miles.	H. M. S.		Miles.	H. M. S.			
1	3 30	0 3 50	14	.....	51 29	1 0 32
2	6 58	0 7 55	15	.....	55 41	1 5 6
3	10 28	0 12 5	16	.....	59 49	2 9 53
4	14 3	0 16 22	17	.....	1 39	1 14 42
5	17 39	0 20 32	18	.....	7 43	1 19 35
6	21 14	0 24 51	19	.....	11 42	1 24 28
7	24 48	0 29 13	20	.....	15 57	1 29 17
8	28 29	0 33 25	21	.....	20 23	1 34 10
9	32 5	0 38 10	22	.....	25 6	1 38 49
10	35 44	0 42 20	23	.....	29 38	.....
11	39 37	0 47 7	24	.....	34 12	.....
12	43 25	0 51 33	25	.....	38 15	.....
13	47 24	0 56 18				

Previous to the principal contest, a bicycle race of ten miles was contested between Edwin Oliver of the Citizens' Bicycle Club of this city, A. R. Ives of the Brooklyn Athletic Club, and Frank Moore, the champion of England. Ives rapidly fell behind from the start. Oliver kept ahead of the British champion until the last lap, and apparently thought he had an easy victory. On the final lap Moore "let himself out," and won the race in 0.39.41. Oliver was as much surprised at the result as any of the spectators.

The track was in a wretched condition, being soft and broken in many places; considering which, although Prince was at no time pushed and won easily, the time was very good. In the 50-mile contest with Armaindo in the Institute Building, his 25-mile time was 1h. 26m. 46s., and the lady's 22-mile time was 1h. 29m. 30 $\frac{1}{2}$ s.

MONTREAL, 2 SEPTEMBER. ANNUAL RACE MEETING OF MONTREAL BI. CLUB.—1st. One-mile (fourth class), club; open to those who never raced before; won by R. MacCulloch. Time, 3.51 $\frac{1}{2}$. 2d. One-mile, open to all amateurs; won by G. M. Smith, Montreal Bicycle Club. Time, 3.44 $\frac{1}{2}$. 3d. One hundred yard dash (in heats); won by G. H. Wood, Shamrock Lacrosse Club. Time, 10 $\frac{1}{2}$ s. 4th. One-mile, boys (under fifteen) on wooden machines; won by E. P. Hannaford, Jr. Time, 5.40. 5th. Two-mile (third class), club; won by W. G. Bessey. Time, 8.06. 6th. Two-mile (second class), club; won by John H. Low. Time, 8.50 $\frac{1}{2}$. 7th. One-mile (foot), open; won by Thomas Moffat. Time, 4.48 $\frac{1}{2}$. 8th. One-mile obstacle, club; won by G. M. Smith. Time, 4.50. 9th. Five-mile (first class), club cup, won by W. G. Ross. Time, 12.06 $\frac{1}{2}$. 10th. One-mile, boys (under fifteen); won by G. Angus. Time, 4.10. 11th. Four hundred and forty yards, foot (open); won by N. Fletcher. Time, 53 $\frac{1}{2}$ s. 12th. One-mile combination (club); won by W. G. Ross. Time, 7.00. In this race the competitors walked a lap, ran a lap, wheelbarrow a lap, back wheel, in front and on the ground pushing by handles a lap, ride a lap. 13th. Five-mile, open; won by F. C. Holden, Montreal Bicycle Club. Time, 20.57.

The bicyclers at Cottage City had a race of about two miles last Saturday afternoon, there being six starters. H.

W. Tufts won in 9m. 7½s.; O. M. Draper, second. Both gentlemen belong to the Columbia Club, of Attleboro', Mass. W. D. Wilmot, under whose management the event was run, presented the winner a silver medal.

PRINCE will accept Morgan's challenge to a 100-mile champion race and a \$500 purse, and has probably already covered the latter's forfeit deposit with the editor of the *Police Gazette*.

THE third competition for the £50 challenge cup, presented by the Crystal Palace Company to be competed for annually under the rules of the Bicycle Union, was won on the Crystal Palace track, 17 August, by C. D. Vesey of the Surrey Bicycle Club. Distance, fifteen miles; time, 46m. 22½s.

THERE are to be bicycle races at the Washington County Fair, Marietta, Ohio, which opens 27 September.

PRINCE and MELLEEN will race for a \$200 purse at the Attleboro' Agricultural Fair, 5 October.

THE Boston Bicycle Club is making preparations for a most successful and interesting contest for the third annual 20-mile championship, to take place at Beacon Park the 16th inst. Besides Underwood, whose sad accident necessitates his withdrawal, the following entries had been received up to our going to press: C. L. Clark, riding a 52-inch Rudge; B. L. Knapp, 50-inch Harvard; F. H. Childs, 54-inch Columbia; W. B. Everett, 56-inch Harvard; Freelon Morris, 52-inch Yale; J. S. Dean, 55-inch Yale; W. H. Edmands, 56-inch British Challenge. The medal of 1880 was won by J. S. Dean, while that of last year was taken by W. W. Stall, who, we believe, will not enter any of this season's events.

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 Coney Island Races.

Editor Bicycling World:—While I must congratulate you upon securing such an able correspondent as "Gifford," yet I must take some exceptions to a portion of his letter, of which I perhaps have a fuller knowledge than Mr. "Gifford." In speaking of the races at Coney Island, "Gifford" states, "The races at Coney Island last week were a dead failure, except in a pecuniary sense." Either "Gifford" is totally ignorant of facts, or else purposely twists things. The races were a pecuniary failure, as neither managers nor riders made a cent, but developed good racing and creditable scores. Mr. Morgan's average of 13½ miles per hour for thirty-six hours, through rain and heat, on an out-door track, and his last day's ride of 82 miles and 4 laps without a dismount, certainly show a square performance.

In regard to the amateur races, there

was no pull whatever in obtaining L. A. W. sanction. I wrote to the racing board, obtained their consent, asked prominent wheelmen to act as officials, and had the entries been sufficient we would have had a successful meeting. This season is very bad, as *all* the racing men are out of time, and there are not twenty club-men around. As soon as I found the entries were not sufficient to hold the meeting, I telegraphed everybody of their postponement, so nobody was hurt.

"Gifford's" letter is apt to lead one to think we do an immense amount of riding here; but apart from an occasional two or three (the gang) a wheelman is a scarce article, the adverse decision in the park case being too much for the riders. But fall is coming, and with it the return of a large number of men who have been summering in the vicinity of New York, which will doubtless improve the state of affairs. If "Gifford" wants to "boom," let him come around and keep down a few of the "blasts" that patter against old 791 like a hail storm.

FRED. JENKINS.

NEW YORK, 28 August, 1882.

Springfield.

Editor Bicycling World:—The members of the Springfield Bicycle Club have their hands full just at present in perfecting arrangements for the first annual tournament, to be held in this city 20 September. The arrangements are now well under way, and from all indications we shall have a successful meet, if only "Old Prob." favors us with a pleasant day. Many of the prominent wheelmen of the country have signified their intention of being present. The track on which the races will be run is an out-door mile track; and all bicyclers who have raced on it unite in pronouncing it a very superior racing course, it being very hard and smooth. All wheelmen will be assured of a hearty welcome 20 September, or any other time when they may be in this vicinity. Although the drouth has been as severe here as anywhere, the wheeling is not as poor as one would naturally expect to find it; six of our boys took a thirty-six mile run last Sunday, and found the roads in much better condition than was expected. With a cordial invitation to all wheelmen to visit us 20 September, I am, 2357.

SPRINGFIELD, MASS., 29 August, 1882.

One Hundred Miles in a Day.

Editor Bicycling World:—I wish to add another to the list of hundred-mile runs. Like many amateur wheelmen, I have for some time had a lingering desire to score one hundred miles in a day, but for want of opportunity had almost abandoned the idea. At last, in spite of lack of previous practice, I decided to make the attempt. The route selected was from Dorchester, through Roxbury, Brookline, Cambridge, West Somerville, Medford, Malden, to Lynn and Salem; thence through Bev-

erly, Wenham, Hamilton, Ipswich, and Rowley, to Newburyport, returning over the same roads. The start was made at about four o'clock on the morning of 26 August, and Salem was reached at seven. After a stop of two hours and breakfast at the Essex House, the wheel was again mounted, the run resumed, and Newburyport reached at 12.15, where an excellent dinner was obtained at the Merimac House. At 2.20 the homeward trip was begun, and completed at 9.35 P. M.; the distance each way, by an accurate cyclometer, being fifty-one and seven eighths miles, or one hundred and three and three fourths miles for the whole run. The roads from Dorchester as far as Saugus were found in fine condition from recent local rains, but the remainder of the way they were very dry, and consequently more or less dusty, being especially so from Salem through Beverly to Wenham, although from Wenham to Newburyport they were generally good, and in some parts very good, despite the dry weather. At the beginning of the homeward run some slight doubts may have been entertained as to the ability to complete it, but they soon wore away, and as I neared home, a spurt with a horse over the fine road through Malden assured me that I was still far from being exhausted. Of course the fatigue was considerable, but it resulted in no ill effects, and in a day or two I was feeling better than since a week previous to the trip. Runs like this are growing more common here, now, and by many riders would not be thought much of; but it was taken by one whose opportunities for practice are limited, and who was by no means in proper "condition" for attempting the trip. H.

DORCHESTER, MASS., 31 August.

Vice-President Parsons Replies

Editor Bicycling World:—It was to be expected that the committee on rights and privileges, L. A. W., would be criticised by disappointed members, and we determined to pay no attention to attacks upon us; but an esteemed member of the League calls upon me by name, over his own name, in the *WORLD*, to explain the matter of the "rejected votes." Silence might be misunderstood, and I cheerfully comply with his request. The report as published (*WORLD* of Aug. 11) gives the reasons for the rejection in each case.

I trust that our hasty critics do not suppose that our action was due to "pure cussedness." It was not pleasant to throw out the votes of any club, or of any men,—*particularly* as there were so *shamefully few of them!* No one can feel worse about it than we did; but we felt that we were to establish precedents, and that loose methods of voting should not be permitted to pass unnoticed. Every matter which came up was at once carefully considered, and a decision made before we could know how it would affect the result; and those who know us best will believe, I trust, that our decision was

dictated solely by a desire to do our duty without fear or favor.

Rule 21 seems simple at first reading, but it proves terribly vague when read in the presence of a pile of ballots which exhibit wonderful inventive genius in their variations from the simple form in which one would expect to find them. The following extracts will indicate how the committee viewed the rule:—

"The corresponding secretary shall send to *each member* of the League a voting blank. . . . These blanks shall be filled out and returned," etc.

"Filled out and returned" by whom? Well, if it means anything, it means *by each member*. The committee failed to see *any* warrant for a club secretary—by vote of his club or otherwise—to fill out these blanks and sign them with the members' names, as was done in the case of the Worcester Club; much less did they see that a club meeting could pass a vote to support certain candidates, and send this vote with a list of names of members, as did the Philadelphia and Milwaukee Clubs. Let us see for a moment how this might work; in fact, *did* work.

My experience is, that it is a remarkable club in which half the members are present at club meetings, or know what is done at them. The few members present at a meeting vote to support certain candidates, and the secretary sends the names of the whole club as voting for them; but every member of the club receives a blank, and many of them fill them out and return them at once, without knowing of the action of the club. Now, which vote shall the committee throw out? Great confusion would result, and hard feelings in the clubs, for very few would be unanimous. Surely, *either individual votes must be the rule, or votes by clubs*, not a mixed system. The committee felt that the rule intended the former. The fact that only two or three clubs sent in their votes in this manner shows that members generally took the same view that we did. Now suppose that we had accepted these votes. Think of the howl that would have gone up from other clubs, and justly: "Why, if we had known that we could vote in that way, we would have sent in the votes of *our* whole club."

As to the Marblehead Club: Here was one ballot, with a paper pasted to the bottom, on which were ten signatures. This was a recognition of the value of individual signatures, which in the light of our experience won our respect; but we failed to find anything in the rule which would warrant us in counting these names. It was very well as a *petition*, but was it *votes*? Would such a document be counted if taken from any ballot box in any election? Of course we knew that in all these cases the parties "meant well," that they thought that they were doing right; these were only "labor-saving expedients," as one of our critics says.

The committee were dumbfounded at

these "labor-saving" ballots, and it was with real pain that we threw them out, feeling that *greater* damage would be done by overlooking the irregularities. As to the votes of the secretaries themselves, that of the Worcester Club *was* counted, it being a ballot signed by himself. My impression is that there was no indication as to which was the secretary of the Marblehead Club, and that no name was signed to the ballot itself. If there was, I think *it* was counted. If it was not, it should have been.

We threw out also eight ballots of old members of the Massachusetts Club, because their names were not upon the official roll of the League, though one of the committee knew perfectly well that it was a mistake that they were not there, for their dues were paid; but we saw that there must be some check list to use, and that we could not go behind it. This applies to the matter of those who have joined since 15 June. Pray, how can a committee have any means of checking names of members if those joining up to the moment of closing the polls were allowed to vote? In all elections about here there is a time *after* which no names can be added to the check list, and this time is of course *before the opening of the polls*.*

I have endeavored to explain the views of the committee upon the points on which we have been criticised, and if any fair-minded man will consider them carefully, I think that he will agree that if we differ from him, there is a *chance* for an honest difference of opinion.

"Fair Play" says, "It is the right given to every member in the League to cast a ballot and have it counted."

"Exactly so," sir, and every *ballot cast by a member* was counted; but petitions and resolutions of clubs and votes by proxy did not seem to us to come under that head. Just one word more: The committee are human! They may have done wrong, may have erred in judgment, but if so, blame *them*. THE LEAGUE is none the less worthy the earnest support of every good wheelman. If there are abuses, take hold and reform them. If the officers elected this year do not please you, vote (*properly*! don't try to shirk the trouble of signing your own *ballot*!) for others next year. Meantime any aggrieved person, or club, has an undoubted right to appeal to the board of officers, and no doubt justice will be done.

ALBERT S. PARSONS,
Chairman Com. R. and P.

* But any citizen, if eligible and finding his name omitted from the list, may get a certificate and vote any time before the polls close, by applying to the city or town clerk. — EDITOR.

Boston to Portsmouth.

A GENTLEMAN who made this trip 18 August reports the condition of the roads on that day as follows:—

"Boston *via* Longwood Bridge to Cambridgeport, by Prospect street to Washington street, and by Malden Bridge to Malden, all good. Through East Saugus and a part of Lynn to Peabody, a few

sandy places, but no dismounts necessary. *Via* Danvers to North Beverly, hard, level, smooth road. To Wenham, a mile of rather poor wheeling, but ridable. To Ipswich, fine road, six miles in forty minutes easily. Ipswich to Newburyport *via* Rowley and Newbury, third mile a little loose, rest fine running. To Amesbury, follow car tracks, merely ridable. *Via* Chain Bridge to Seabrook, sandy, but can be ridden. To Hampton, the average rider will dismount for three hills and walk three quarters of a mile; all hard wheeling. Thence to Portsmouth, good road. Time, thirteen hours in face of a fresh northwest wind."

Cleveland.

Editor Bicycling World:—We have just arrived from Columbus, having participated in the Second Annual Meet of Ohio Wheelmen, an immense success in every particular, the Columbus wheelmen having added greatly to their excellent reputation as good entertainers and wide-awake wheelmen. The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; word reaching us by telegraph in the morning papers that "the Champion City has returned from Columbus, and has about decided to withdraw from the L. O. W., as though they took some of the prizes, they were entitled to them all; but the judges, wishing to distribute taffy to the different sections of the State, and so keep up an interest in the annual meets, did not give them all the prizes they deserved." The general feeling here in regard to the Champion City's action is quite severe. I am sure that no intelligent and impartial witnesses of the fancy riding and club drill contests but will say that they were in every case awarded to the best riders. It might be interesting for you to know that the Champion City men did not attend the banquet in the evening.... At present the march of improvement (?) is to be seen in our city. The fifteen odd miles of rotten wood pavements that have disgraced our streets for so long are at last being removed, and in their place is being laid the festive cobble-stone. We are at present glad, as anything will prove acceptable to us in the way of pavements after what we have been used to.... At the L. O. W. banquet, President Miller, in replying to the toast "The L. A. W.," said that "the L. A. W. would soon be a power in the land, and don't you forget it." Would n't it be well for the L. A. W. to do something soon if that is to be the case? or else it may have no power at all. ... Capt. Sholes intends taking a vacation on the wheel very soon, riding over the famous road from Girard, Pa., to Buffalo. May his wheel wheel *weal*.... A stop should be put on our George, or he will soon have a corner on L. A. W. badges, he having already won two.... The keeping of a log by wheelmen is, in my opinion, an

excellent thing; as a log, if intelligently kept, will be a source of information to its owner and others for some time, besides being interesting to look over after the season's riding is ended. I had the pleasure of looking over one of our rider's logs, recently, and was very favorably impressed with the way it was kept; so much so, in fact, that I will give you here a general idea of it, making up a sample day.

20 July. Went with Smith and Jones Roads: Starting at Wilson avenue, in street to Woodland, sidewalk to Broadway, and street to Newburg, all in city limits, and good riding; between Newburg and Randall, good plank road; starting at Miles Park avenue, keep to plank until across the railway near Randall, take straight road; between Randall and Solon, good clay road with few hills, no dismounts; between Solon and Geauga Lake, fair clay road for three miles, the rest sandy.

FROM.	TIME.	TO	TIME.	DIS.
Cleveland ..	8 A.M.	Newburg	8.45	5
Newburg ..	9	Randall	9.40	5½
Randall	9.40	Solon	11	6¼
Solon	11	Gauga Lake ..	12	4¼

He makes a recapitulation at the end of each month, as follows:—

JULY.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	Sunday.	Totals.	Times out.
1 week...	18	10	4		25	8		65	5
2 " ..	28	32	21	11	42	12	31	177	7
3 " ..		16	45	19	51	8		139	5
4 " ..	4	33	31	41	15	28	15	167	7
3 days ...		60	21					81	2
Totals ...	50	151	122	71	133	56	46	629	26

Average to times out, 24.18 miles.

In conclusion, I can do no better than recommend to every one the keeping of a log, if only to record the miles; but of course the best way would be to take notes on all the roads.... We have had quite an influx of visitors here this summer, including wheelmen from most every State in the Union, both on and off the wheel.

FALSTAFF.

CLEVELAND, 31 August, 1882.

Two Routes Described.

MR. HENRY H. WHEELER of Boston sends the following descriptions of two Massachusetts routes for the benefit of wheelmen:—

BOSTON TO WORCESTER, MASS.—Beacon, Brighton Avenue, North Beacon, Watertown, Waltham (9 miles), Weston Centre (12 miles), Wayland (15 miles). Here take road as by sign-board having simply "Marlboro'" on it (fine run of a mile), to South Sudbury (18 miles). From here very sandy roads in dry weather to Marlboro' (27 miles). As you enter Marlboro' turn sharp to left; keep on through the main street, and just before the soldiers' monument turn to left; then soon to right around Gates's Pond by better roads to Northboro' (33 miles). When roads are in

good condition, fine run to Shrewsbury Centre (37 miles). However, about one mile before Shrewsbury is reached come four or five steep hills in close succession, which can be mounted by good riders when the roads are in good state. From Shrewsbury to Worcester (42 and 43 miles) by old or new road. New descends, only one (long) hill to mount, after crossing Long Pond. If you take old road, there is, as Shrewsbury is left, a long, steep, sandy, stony, gullied-out descent, which I should call dangerous for any but good riders, with a strong brake. (It is longer, steeper, and infinitely worse than "Milton Hill.") After crossing Long Pond is a long, steep hill to mount, barely ridable when in good condition.

BOSTON TO ANDOVER, MASS.—Beacon, Brighton Avenue, Essex (Brookline Bridge), Brookline, left into Chestnut, right into Magazine, left into Main, right into Inman, left into Harvard, right into Trowbridge, right into Kirkland, left into Beacon, to North Cambridge. Thence by Elm and Harvard, and left by Main into Medford. Straight on by Forest for about three quarters of a mile, then turn to right, keeping around Spot Pond on the east and north by Wyoming and Pond streets to Franklin, by which (to left) to Stoneham Centre. From here directly north to Reading by better road. After one and three quarters miles turn by right into Franklin street, then left into Haverhill street, through North Reading, three and a half miles beyond turn sharp to left (at old barn marked "1807"), and keep by Salem street into Andover. About twenty-five miles.

Roads in Somerville rough. Between North Reading and Andover, sandy, stony, and as you approach Andover, hilly. But a good rider of Andover says he has ridden from there to Boston, this way, and by direct turnpike, without a dismount.

Mr. Wheeler adds: "The roads are mostly in bad condition this season, and I can hardly give any more description than 'sandy' and 'very dusty.' After being settled by a good rain, I think the route to Worcester would prove an easy and interesting one, and doubt not that it could be run over in about five hours and a half comfortably."

The L. O. W. Meet

THE second annual meet of the League of Ohio Wheelmen, held 28 and 29 August, at Columbus, was a most successful and attractive affair. Rainy weather interfered somewhat with the first day's programme, the parade being postponed to Tuesday morning at 9.30 o'clock; the visiting wheelmen managed, however, to make time pass pleasantly in various ways on Monday, and in the afternoon a business meeting of the association was held in the City Hall, over a hundred members being present. The president, H. B. Hutchinson, occupied the chair, and addressed a congratulatory speech to the

members. The reports of the secretaries and treasurer showed an excellent financial and numerical condition of the League, and after some minor business, the constitution previously reported was taken up, and the articles adopted *seriatim*. After the consideration of several matters of general interest, the annual election for officers was held. President Hutchinson positively declined being a candidate for re-election, and the balloting resulted as follows: President, H. S. Livingston of Cincinnati; vice-president, Fred. T. Sholes of Cleveland; secretary and treasurer, D. E. Barnum of Springfield; directors, T. J. Kirkpatrick, of Springfield, C. H. Walbridge of Toledo, J. M. Osborn of Fremont, H. M. Kitchell of Cincinnati, N. E. Chandler of Zanesville, H. B. Hutchinson of Columbus.

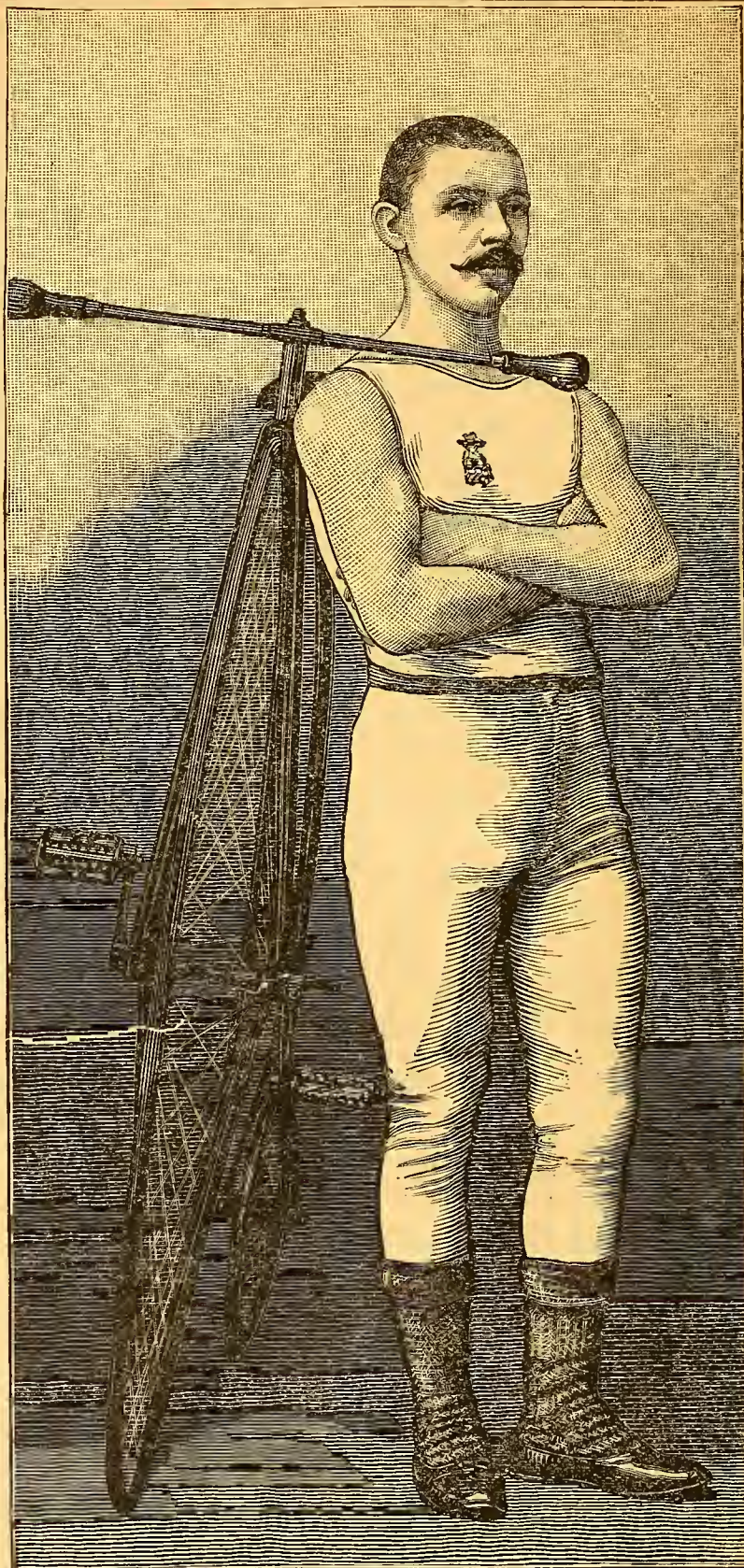
The parade Tuesday morning was witnessed by a large number of people, who lined the streets and occupied windows and available points. The procession was a brilliant one in every regard, and was preceded by a squad of mounted policemen, and music was furnished by the barracks band. There were one hundred and twenty-four wheelmen in line. The two divisions of the parade were made up as follows: H. B. Hutchinson, Buckeye Bicycle Club, Columbus, commander, with bugler; Lieut. Cook of the Springfield Club and five aids; Tracy Tress, Buckeye Club; F. T. Brown, Cleveland; Mr. Drew, Boston, Mass.; and W. H. Galway, Cincinnati. The first division was led by the Buckeye Club, fourteen members, followed by Springfield, twenty-three members; Fremont, five members; Cuyahoga Falls, two members; Delaware, three members; Norwalk, two members; and Mt. Vernon, two members. The second division was headed by the Cincinnati Club, sixteen men; followed by the Cleveland Club, fifteen riders; Xenia, with six men; London, with five; Dayton, three; Newark, four; Steubenville, two; Springfield (juvenile), five; Harrisburg, one; Lowell, three; Cadiz, two; Hillsboro', one; New Haven, one; and Washington Court House, one. An account of the races is given elsewhere.

In the evening there was an immense audience assembled to witness the fancy and trick riding and club drills, the participants in former being F. S. Cook of Springfield, E. Barnet of Springfield, and W. H. Wetmore of Cuyahoga Falls; and these performed many very difficult and daring feats with much skill and grace, the latter gentleman, however, being awarded first prize, a Livingstone cyclometer, and Barnet second, a handsome hub lamp. Mr. Wetmore's most popular performance in this exhibition, although not in the list of competitions, was that of coming to a dead stand and then propelling the machine backwards, which he did for a distance of seventy feet, eliciting the wildest applause from the wheelmen. Cincinnati, Springfield, and Cleveland competed in the club drill, eight from each club, and all did excellently well; but the prize, a silk banner, was

awarded to Cincinnati as the most excellent. Mr. Fred. T. Sholes of Cleveland, the gentlemanly and handsome bicyclist whom Boston wheelmen will remember as passing a brief time among us last fall, was awarded a nickel-plated hub lamp as the finest appearing wheelman at the meet. The Champion City Club of Springfield carried off the splendid bugle for the largest club attendance, and Mott of Dayton and Collister of Cleveland were awarded medals for positions in the championship race. Subsequently a grand banquet was held, and toasts were responded to by L. A. W. President W. H. Miller, Col. A. A. Pope, Mayor Peters, President Kitchell, and others.

John Shillington Prince

Was born at Langley Green, England, 27 November, 1857, and is therefore now not quite twenty-five years of age. He is by occupation a brass founder and machinist. He entered into the arena of athletic sports when he was sixteen years of age, becoming readily expert at cricket, rowing, pedestrianism, etc., and of course naturally became an enthusiast in bicycling. His first regular race was with John Keen, the champion, at Smerthwick, when with one hundred and sixty yards allowance he won the first prize (£20) in 2m. 56s. He now claims first honors in one hundred and thirty events, and is the only man who ever won three Wolverhampton handicaps in succession, the fastest being 2m. 46s. at fifty yards. He came to this country the 10th of last September, and sprang into notice three days later at Hingham, by defeating F. S. Rollinson and J. W. Wilson, on which occasion he was thrown from his machine and lost half a lap, but remounted and overtook them, and won the race in handsome style. Since then he has run many races in this country, winning them all easily, except that with John Keen (ten miles) last January in the New England Institute building, his time then being 33m. 5s. and Keen's 33m. 3s. On 22 February on the same track he rode five miles in 16m. 16½s. His best fifty-mile time was also made here, which was 2h. 59m. 15s. Except in his race with Keen, Mr. Prince in none of these events has been pushed to his best efforts, but has generally ridden a waiting race. His last notable event was that of last Saturday, when at the Manhattan Polo Grounds in New York he defeated Mlle. Louise Armaindo, the graceful and plucky female rider, in a twenty-five mile race, he allowing her three miles start. He caught up her handicap at his pleasure, and came in fresh, having been forced at no time in the race. He has ridden but two long-distance races, fifty mile each, winning both; but his staying powers are now likely to be better tested, as W. J. Morgan has formally challenged him to a hundred-mile race for the American championship, and Prince has promptly accepted. The excellent picture accom-



panying this sketch is kindly loaned by the Boston *Police News*.

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, cosults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

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

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HUDSON BR. CLUB.—Additional: Chas. W. Bostwick, Hudson, N. Y.; C. H. Evans, Jr., Hudson, N. Y.

UNATTACHED.—George M. Clapp, Wappinger's Falls, N. Y.

CORRECTIONS.—"Boston Ramblers," published 1 September, A. L. Flockeo, 27 Concord street, should be 27 Concord square.

Cycling Mems.

FROM the list of contributors to the *Wheelman*, I should imagine that the morals of the American bicyclist were to be well taken care of. All the parsons, including A. S., will shove the quill for it.

THE "Archer up" jockey cap is by far the neatest and jauntiest head-gear for racing I have seen. It is made of silk in the regular jockey cap shape, with a small silk knot at the top. An effort will be made to have them manufactured in this country, as at present they cannot be obtained here unless imported from England.

To go from head to toe in the matter of racing costume, I have at last found a shoemaker who will listen to the advice of others and construct a shoe as desired. I shall be very glad to furnish the man's address to my friends who want a good racing slipper.

THE *Wheel World* says: "A son of Columbia predicts that tricycling in the States will increase at the rate of 10,000 per cent next summer." I devoutly wish this might be true, but fear the present state of trade, the monopoly, and the short-sightedness of dealers will prevent this prediction being fulfilled.

WE will now have an opportunity to compare the capabilities of the tricycle with the bicycle for extended journeys by road, as Mr. A. Nixon, of the London Tricycle Club, will ride from John-o'-Groat's to Land's End, following the route taken by the Hon. Ion Keith-Falconer on his recent famous bicycle ride.

It is not to be expected that Falconer's time will be beaten on the three-wheeler, although we should not be surprised at a favorable comparative record.

THE *Cyclist* has dropped its 100-mile record for bicycles and passed it over to riders of the tri. English bicyclers must make one hundred and fifty miles to receive mention now.

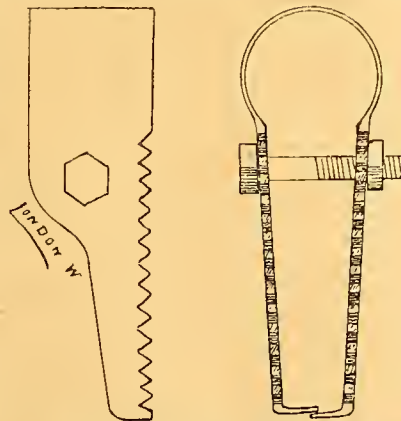
I AM much afraid that a record of this kind would be very meagre in this country, as less than a dozen have covered a hundred miles of road in a day.

THE admission of W. R. Pitman to the ranks of the B. T. C. opens an interesting question of international courtesy. The L. A. W. is recognized by the B. T. C., which is in turn recognized by the L. A. W.

THE B. T. C. adjudges a man an amateur whom the League has virtually called a professional. Which shall be authority when both have the same rules and when our leading cyclers are members of both associations?

ALTHOUGH tobacco may be "a lone man's companion, a bachelor's friend, a hungry man's food, a sad man's cordial, a wakeful man's sleep, and a chilly man's fire," it should be discarded by all men in training, if they would arrive at the best results and have what is termed "good wind."

I HAVE had the pleasure of examining and using one of the most recent and neatest adjustable steps yet devised, as will be seen by the accompanying cut. It consists of a strip of steel quite thin in the centre and with ends turned up about a quarter of an inch; this is bent around the backbone and held in place by a bolt and nut.



The edges, as will be seen by the draught, are serrated in the usual manner. On the whole, the step is just what is

needed for those who do not wish to have the backbone bored for screw holes. The step, I am told, will be used on the Harvard for 1883.

STURMEY'S "Can't do without It" says that the American Star is obsolete. This may be true of England, but there are places in this country where the Star fills a place which no other machine can.

THE *Tricyclist* says: "One thing was very noticeable among the bank holiday tricyclists: they almost invariably rode hind steerers, and many of these very decent machines. From this we gather that the knowing ones are getting rid of their hind steerers, and the unattached are eagerly snapping them up."

THE holding of a social evening and the formal awarding of prizes after race meetings seems to be very common in England, and might well be copied here. The social element which exists to a large extent among club members is one of the pleasantest features of wheeling.

LONDON W.

CURRENTE CALAMO

WORCESTER again triumphant!

Two hundred wheelmen on dress parade.

WE shall give a full account of the Worcester meet and races next week.

FRANK MOORE of Birmingham scooped 'em all in, and had an easier job of it than his compatriot, Garnie Wolseley, has in the Egyptian event.

R. H. STAHL, lieutenant of the Boston Ramblers, a good rider and coming racer, slipped on some substance one day last week, while riding, and severely injured his wrist.

LOUISVILLE wheelmen are arranging for participation in the programme of the industrial exhibition in that city, 12 September, and will probably have a parade and races.

THE Medford House, in Medford, has recently changed hands, and for the better, wheelmen say. The present proprietor promises to treat bicyclers well, and for a short breakfast run Old Medford is about the right thing,—or for a lunch, say.

CAPT. C. F. HURD of the Medina, N. Y., Bicycle Club, rode from that place to Silver Lake and return, between six o'clock in the morning and ten o'clock in the evening, on Sunday, 20 August, the round distance recording 106½ miles. The route was often hilly and the roads were very dry.

DR. G. F. HARWOOD of Worcester has sent us a sample of his improved step for bicycles, which may be seen at this office by any who will take the trouble to call. It is the best and neatest step we have yet seen, and may readily be substituted for the ordinary style which is furnished with the machine.

IN Orange, N. J., recently, two gentlemen, one on horseback and one a bicyclist,

were racing on North Park Street, when the horse shied at a pile of water pipes and ran into the bicycle rider, giving him a bad tumble, cutting him about the head, and dislocating one of his fingers. Dr. Bradshaw, another wheelman, who was passing on his machine, dismounted and rendered medical aid.

THE *Cyclist* asks, editorially: "Why have we no good reasonably priced cyclometers in England? In the American wheel journals we read of the excellence of the 'McDonnell cyclometer,' but here we have to pay a heavy price for an article which, so far as our experience goes, is not very liable to keep in order. A good cyclometer has a wonderful effect in reducing averages when it is in good working order, and leaves no scope for the imagination."

MR. O. E. SMITH, of the Hartford, Conn., Amateur Bicycle Club, while out on a run with his club recently, met with a mishap, by which fourteen spokes were broken out of the front wheel of his bicycle,—a 35-pound Yale; but without repairs he rode it next day some fifteen miles over rough macadam, without further injury of any kind to the wheel or inconvenience to himself,—a fact which speaks volumes for the strength and rigidity of this light wheel.

THE Boston *Globe's* "Bric-a-Bac" collector appropriated President Bates's unique bicycle paraphrase of "Jacques Soliloquy," first published in the BICYCLING WORLD, and credited it to "Criswell's New Shakespeare." The *Globe* man was too dull to observe that it was far superior in style to the cheap rubbish of Criswell, who, as one critic puts it, "does not even have brains enough to preserve the rhythm of Shakespeare, but chops up his nonsense into lines of all sorts of lengths, very rarely getting two of the right metre together."

IN Swampscott, one day last week, a wagon collided with a bicycle, and the horse's feet getting into the machine made it a complete wreck. The wheelman claimed payment for damages, on the ground that he warned the driver to give him room, which the latter paid no heed to. The driver refused to pay, on the ground that he had as much right to the street as the bicyclist; whereupon the Lynn *Bee* thinks "the driver was about right." If the wheelman, however, was on his right side of the road, the driver was wholly wrong and should be made to pay.

THE recent serious road accidents to several of our prominent racing men, and notably to Messrs. Frye and Underwood of the Boston Club, and Mr. Finkler of the San Francisco Club, ought to make wheelmen reflect upon the folly and danger of spurring on the highway. It is seldom that men are seriously hurt on the race track, where the conditions are favorable generally for forcing speed; but the highway is treacherous at the best, and the road surface is ever changing from day to day, so that even familiarity

with it is no guaranty of safety in carelessness.

THE farewell dinner tendered the great English flyer, Dr. Herbert L. Cortis, just previous to his departure for Australia, was well attended, a large number of his athletic and bicycling friends and associates being present. The toasts were numerous, and the enthusiasm and good feeling unbounded. The toast to Mr. Cortis himself was proposed by Mr. C. R. Maddox, and was received with wild applause and cheers, as was also the "demon's" response. He sailed in the "Liguria" on the 24 August, the war against Arabi Pasha necessitating the passage by way of Good Hope.

WE regret to learn that James A. R. Underwood of the Boston Bicycle Club, one of the fastest and most promising of amateur racing men in this country, was thrown from his machine while riding near his home in Dorchester one day last week, receiving a compound fracture of his right arm and some cuts and bruises on his face. He was conveyed to the City Hospital, where his hurts are being properly attended to. Mr. Underwood has been enthusiastically training and practising for the Worcester races as well as the forthcoming championship races of his club, both which he must now forego, as well as other attractive bicycling events this season.

THREE Washington wheelmen, Messrs. Allen, Seely, and Hansmann, of the Capital Bicycle Club, recently started from Harper's Ferry for a wheel trip up the Shenandoah Valley. They will visit Luray, Staunton, Weyer's Cave, Lexington, and the Natural Bridge, returning through Maryland by way of Hagerstown and Frederick. The distance travelled by the machines will be about five hundred miles. Allen and Seely ride 52-inch and 56-inch machines, respectively. Hansmann's is a 48-inch 'Xtraordinary. The party also have a small photographic apparatus, which will be a source of great pleasure, not only on their trip, but in the future. Mr. Hansmann is photographer to the expedition.

A PHILADELPHIA paper, speaking of the result of opening Prospect Park to the wheelmen, says: "Bicycles, no longer banished, are on the increase. Here and there a family party, who had come out by steamboat, horse cars, or park train, with prettily dressed children rolling about on the turf, or carrying luncheon to and fro, showed an unmistakable interest in a distant bicyclist making fast time on the asphalt. Arriving under their particular poplar-tree, he would swing himself from his saddle, and stabling his "wheel" upon the grass, stand revealed as the *pater-familias*, instead of the boy of seventeen he had passed for on the road. Climbed upon by merry children, and prone on the grass when the music begins again, what a healthy, happy ending for a city man of the business day!"

PROF. FRED. S. ROLLINSON is with his relatives in Chesterfield, Eng., and a copy of the Derbyshire *Times* received contains the following mention, in an account of some races in that vicinity, by which it will be perceived that he has commenced to astonish his countrymen with a display of American fancy riding, and the famous Von Blumen medal: "The most interesting part of the proceedings was the trick riding of Mr. F. Rollinson (son of Councillor S. Rollinson of Chesterfield), who has attained great celebrity in the United States, where he has resided for some years, and who, indeed, holds the championship badge of America, valued at \$500. Mr. Rollinson's performances of riding in almost every conceivable position, standing on the saddle, lying on the machine with his feet over the handles and his head resting near the hind wheel, dismounting to pick up his hat from the ground and again regaining the saddle, proved highly interesting, and at the close he received quite an ovation."

WE must again beg the indulgence of those who have favored us with orders for "Sturmeys Indispensable" for 1882, and Cortis's "Principles of Training." We cannot account for the delay, as we are advised that they were all ready for shipment some time since. We shall fill orders immediately on their arrival.

NOTES, QUERIES, ETC.

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

To Correspondents.

CHIC, New York.—Letter arrived too late for this issue.

KOL KRON.—Communication received; thanks. Do not receive Monday's *World* now; why?

C. S. GREENBAUM, Laramie, Wyo.—We can furnish you with "Sturmeys Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at — cents, postpaid.

BIAND BL., New York.—The enamel of the Overman Wheel Company is the same. Write to them about cost. Yes, paint and varnish will answer, although the enamelling is superior.

SUBSCRIBER, Boston, Mass.—1. Do not think this would make the man a professional, although such action would be hardly commendable. 2. This practice would be reprehensible on the part of both manager and rider, and should make the latter a dishonorable professional.

FOR SALE OR EXCHANGE

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

WANTED.—A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE.—A 48-inch Standard Columbia, in perfect running order, just repainted; cost \$97.50; will take \$57.50, with improved cyclometer. Address Post-office Box 749, Hartford, Conn.

FOR SALE.—One 54-inch Expert; half-nickelled, \$110; one 56-inch Royal Challenge, half bright, \$105; been run about two months, and in first-class condition, but small for owners. Address C. E. FITCHNER, Binghamton, N. Y.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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PORTSMOUTH, N. H., Agency. **C. A. HAZLETT**, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

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H. B. HART, No. 813 Arch street, Philadelphia. Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

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W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

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RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickel-plated, \$4.50. Send for circular. Address **L. M. RICHARDSON**, Bicycle Agent, Milwaukee, Wis.

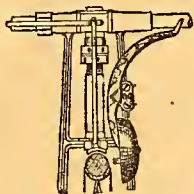
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TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges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

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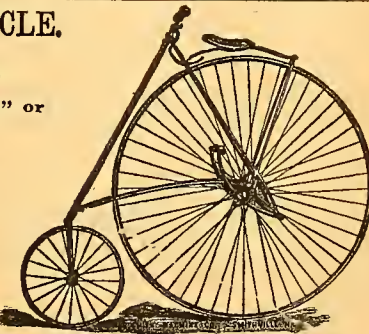
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