

# Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

S. C. Hodges & Co., Proprietors.

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

BOSTON, 23 JUNE, 1882.

Volume V.  
Number 7.

[Vol. V.

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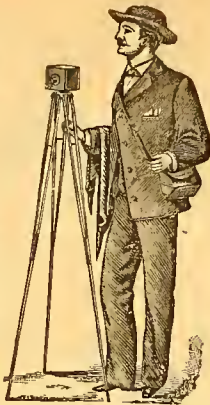
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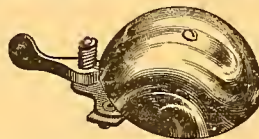
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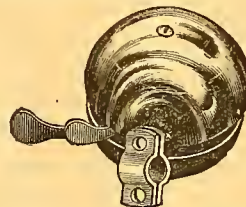
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## Dissolution of Copartnership.

THE copartnership heretofore existing between **E. C. Hodges** and **Chas. E. Pratt** is this day dissolved by mutual consent.

(Signed) **E. C. HODGES.**  
**CHAS. E. PRATT.**

Boston, 13 June, 1882.

The business of **E. C. Hodges & Co.** will be carried on by the undersigned, under the same firm name.

**E. C. HODGES.**

Boston, 13 June, 1882.

## Bugle Calls.

Up and away, lads, up and away;

See in the sky, lads, the breaking of day;

Tighten each handle bar,

True as the polar star,

Brace up each bearing, boys,

Firm as the "Union," boys,

Spring to the saddle, lads, up and away.

Down the steep hillside, steady and slow,

Brake and back-action, on softly we go;

All now is clear ahead,

"Legs over handles, Ned";

Show us the way, old mao,

Follow who will and can,

Legs over handles, lads, tearing we go.

Flashes the breeze along, crispy and cold;

Grasp well the handles, lads, tighten your hold;

Look ahead steadily,

Steer well and readily,

Heave ahead cheerily,

Swing a'long merrily;

Gallops no horseman so free or so bold.

Now on the level, lads, lazy we ride;

Now on the steep ascent, "how the wheels slide!"

Down with the pedal, well;

Make every muscle tell;

Only one effort now,

Sweeps up across the brow;

Nothing's accomplished until it is tried.

**NINON NECKAR.**

## Massachusetts L. A. W. Officers.

As considerable inquiry has been made as to who are candidates for chief consul and representatives under the new order of things, we, with the suggestions and assistance of several others, have prepared a list for the convenience of Massachusetts members to select from. We deemed it proper, of course, to place the names of our two present directors at the head of the list for the principal office, either of whom would make an excellent chief consul. We have also offered a choice of ten from twenty names for representatives.

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**George Chinn**.....Marblehead.  
**Sylvester Baxter**.....Malden.  
**Geo. H. Hood, Jr.**.....Chelsea.  
**Lewis T. Frye**.....Marlboro'.  
**J. F. Adams**.....Haverhill.  
**Geo. Pope**.....Boston.  
**W. H. Ames**.....No. Easton.

THE Quincy Bicycle Club under Capt. Chester Ford made a run to Nantasket, Saturday, dining at the Pacific House.

THE Crescent Bicycle Club of Boston, accompanied by several representatives of other clubs, made the run to Marblehead Saturday, the whole party numbering over twenty riders.





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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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, 23 JUNE, 1882.

#### THE NEW RULES.

THE new League constitution, with which our readers are now familiar, is founded on the proper basis of distribution. It is eminently fair, and ought to silence all who wanted a new set of rules. Any trouble in the future in the administration of the League's affairs must result from inefficient officers, and not from a laxity of rules. Something similar to the new method of electing the State consul and representatives is what we have always advocated, and believed necessary to insure the success of the L. A. W. The voting blanks have been distributed among the members, and many have no doubt been returned to the corresponding secretary in accordance with the instructions given in Rule 21. We think the matter should have been delayed a little to allow of nominations and more concerted action among

the members in their respective States. Less difficulty in this respect will arise in States where they are entitled to one consul and one representative than in those like Massachusetts, where eleven members are to be chosen to administer the affairs of the district. The first year will necessarily be somewhat experimental, but must be productive of much good, as the blame of any inaction can easily be traced to the proper parties. The States will vie with each other in the effectiveness of League work, and will no doubt endeavor to place their organization in good working order.

The chief consul, being the chief executive officer of the State, should be selected with a good deal of care, and with regard to his general fitness for the position. He must be prompt, and of sufficient leisure and ability to carry out successfully any plans for the benefit of the League. The management of all local affairs will be in the custody of the State officers, and to them must the members make their complaints. We feel the League is on the road to success and usefulness, and shall be much disappointed if its membership does not largely increase during the next twelve months. The rapid advances made by our sport in all sections of the country make the necessity for the League greater than ever. Its liberal policy precludes any need of a similar national organization, and places it permanently at the head of bicycling associations in this country.

#### 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, JUNE: —

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset via Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, ad lib.

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

##### ROXBURY BI. CLUB, JUNE: —

June 25. To Brockton, Mass.  
July 2. To Revere Beach, Point of Pines. Supplementary "spins," moonlight.  
June 27. To Reservoir.  
June 28. To Blue Bell.

MILWAUKEE BI. CLUB. — A meeting was held Wednesday evening, 7 June, at the club rooms, on Milwaukee street, to ascertain what arrangements could be made for holding the third annual run of the local club on 1, 2, 3 and 4 July, around the watering places in the neighborhood of this city. It is proposed on

this occasion to run to Waukesha, seventeen miles distant, on Saturday afternoon; mounting again on Sunday morning, proceeded to Lakeside, through Pewaukee, a distance of eleven miles, and on Monday morning wheel to Oconomowoc, via Nagawicka, and participate in the annual hop given by the Milwaukee Club in honor of the visiting clubs, and closing the meet with a tour around the various lakes near Oconomowoc, winding up with a banquet at the Townsend House. L. J. C. Spruance, secretary of the Aerial Bicycle Club, promises at least fifteen men from the Aeriels, and it is surmised that an equal number of the members of the Chicago Bicycle Club will also participate. About three hundred invitations to Wisconsin, Illinois, Missouri, Kentucky, Ohio, and the several Eastern clubs will be issued, and probably one hundred wheelmen will be present. The resignation of Secretary Hibbard was read and regretfully accepted, the club then unanimously electing A. W. Friese to that position. Adolph Meinecke, Jr., was subsequently elected treasurer, vice Frank G. Stark, resigned. T. K. Birkhaeuser was authorized to purchase 150 badges for the July run. A reception committee consisting of Messrs. D. G. Rogers, Jr., Pierce, Pingree, Nash, Marshall, and Birkhaeuser, was appointed by Chairman Haskins to act in that capacity during the coming week. Capt. Hathaway has selected Wednesday evening for the regular weekly run, starting promptly at 6.45 P. M. A communication from Chas. T. Green, of Green Bay, inviting members of the Milwaukee Club to participate in their run and ball on 9 June, was read by Mr. Hathaway, but was necessarily declined with thanks, as the club is very busily engaged at present. The members of the club unanimously passed a vote of thanks to Angus S. Hibbard, the retiring secretary, for his untiring energy during his term of office, in laboring for the benefit of the club.

A. W. FRIESE, Sec.

MILWAUKEE, WIS., 8 JUNE, 1882.

CRESCENT BI. CLUB. — At a regular meeting held 7 June, Walter Kimball and William H. Kimball, Jr., were elected members of the club. The office of junior bugler was created, and Elmer F. Smith was elected to the position.

ALBANY BI. CLUB. — At a meeting of the club held 8 June, a revised constitution and code of rules was submitted and adopted. Among its provisions are the following: Only non-resident wheelmen not members of the club may enjoy the privileges of the headquarters and participate in the club runs; payment of the League dues are obligatory before the first of June of each year; the regular annual club races are to take place in September, the prize to be a gold medal to be won three consecutive times by the same person before it becomes "personal property"; also, three silver medals are to be awarded to the three men who make the five miles inside of twenty



minutes. Much credit is due the captain for his zeal and devotion to the interests of the club, and he is ably seconded by the house committee and a few others who have most generously contributed to the comforts of the rooms. The club is on a firmer basis than ever before, and the interest is growing. Our headquarters are at 289 Washington avenue, and wheelmen visiting Albany will always find a cordial welcome there. SECRETARY.

ALBANY, N. Y., 10 June, 1882.

**BRUNSWICK BI. CLUB.**—At the annual meeting of the Brunswick Bicycle Club, the following officers were elected to serve for the ensuing year: D. H. Merritt, president; Frederic Fisher, secretary and treasurer; Peter DuMont, captain; and John Acken, sub-captain. We have started out in fine order this season. Elected three new members in as many weeks: adopted a new uniform, consisting of dark-brown corduroy coat, knee-breeches, and hat, dark-brown stockings, and gray shirt; and requiring all members to join the L. A. W. We meet the first Monday in each month.

SIXTY-SIX.

NEW BRUNSWICK, N. J., 10 June, 1882.

**MUNCIE BI. CLUB.**—The wheelmen of Muncie, Ind., on 9 June organized a club, offered as follows: President, Robert Meeks; captain, Chester Foster; sub-captain and vice-president, S. Hathaway; secretary and treasurer, Rollie March. This is the fourth bicycle club in the State, I believe. SECRETARY.

MUNCIE, IND., 12 June, 1882.

**STAR BI. CLUB.**—The Club held a regular meeting at the Revere House (L. A. W. hotel, of Lynn), Tuesday evening, 13 June. Frank W. Goodwin was elected first lieutenant in place of W. Melzard, resigned. The club proposes a run to Waltham next Sunday, weather permitting, and has also arranged, with the same proviso, for regular Friday evening runs. The 4 July races, although a part of the city celebration, will be under the management of the club, and participation in the city's parade is also a part of the programme. The races are to take place on Lynn Common, probably in the afternoon. After the business was ended the club sat down to a club supper, and then adjourned to the hotel parlor where a pleasant social entertainment filled up the remainder of the evening before adjournment.

**MILWAUKEE BI. TOURISTS.**—An organization has been effected among a limited number of our local wheelmen, to be known as the "Milwaukee Bicycle Tourists," and at a recent business meeting the following officers were elected: President, B. K. Miller, Jr.; secretary and treasurer, H. C. Haskins; captain, A. A. Hathaway. The club consists of riders living in close proximity, and is limited to its present membership, twelve. The object of the club is to promote tour-

ing and sociability. The third annual meet of the Milwaukee Club is assuming grand proportions, and seventy-five to one hundred wheels will undoubtedly appear in line for the start 1 July.

A. S. H.

MILWAUKEE, WIS., 15 June, 1882.

**KANKAKEE BI. CLUB.**—A club of seven members was organized here this week, and the following officers elected: President, George F. Crawford; captain, Arthur B. Holt; secretary and treasurer, Walter S. Parker; the remaining members are Chas. H. Cobb, Louis Lecour, Bert. E. Taylor, and Clarence E. Holt. The *Gazette* office is well represented, three of the club being from that paper. The name of the club is the "Kankakee Bicycle Club." The uniform consists of cadet gray coat, with roll collar, gray pants, navy-blue stockings, low tie shoes, navy-blue flannel shirt laced with white silk cord, white web belt, gray base-ball cap with letters "K. B. C." embroidered in old-gold silk on the front. The club colors are light blue and old gold. Membership in the League is made one of the conditions of club membership. The wheels comprise four 50's, two 52's, and one 54. The 5-inch men are undersized,—the usual result, is it not, in buying one's initial machine? A. B. H.

KANKAKEE, ILL., 16 June, 1882.

**CAPITAL BI. CLUB.**—At the regular monthly meeting of the Capital Bicycle Club held on Saturday 10 June, 1882, the following officers were elected for six months from 1 July, 1882: C. E. Hawley, president; Leland O. Howard, vice-president; Edwin H. Fowler, captain; S. Preston Moses, Jr., secretary; John T. Loomis, sub-captain; Francis C. Donn, treasurer; Sidney P. Hollingsworth, Jr., sub-captain; Thomas A. Berryhill, committee-man.

SIDNEY P. HOLLINGSWORTH,  
Acting Sec.

WASHINGTON, 17 June, 1882.

**THE St. Catharine's (Ont.) Bicycle Club**, organized 12th of last February, with but four members, now numbers twelve. A correspondent informs us that the roads in that vicinity are poor, so that they do not often indulge in long runs. They are quite near Niagara, however, and visit the falls occasionally. Mr. W. J. Morgan, now in this city, and participating in some of our local racing events, was formerly a prominent rider there, and won several races in the provinces last season.

**THE Lowell Bicycle Club** is a new but apparently lively organization, if we may judge from the frequency with which it is mentioned by the Lowell papers. A good number made a run to points of interest in Lowell and vicinity on Decoration Day, and Wednesday evening of last week another trip was participated in by fourteen riders under Lieut. Lawson.

**THE Massachusetts Bicycle Club** had a very enjoyable time on its run 17 June.

About fifty miles were covered during the day. Dinner was taken at Hood Cottage, Nahant, and milk—the club's strong drink—was taken at every stopping place.

We understand that a Citizens' Bicycle Club, composed principally of business and professional men, the president being an Episcopal clergyman and the captain a well-known physician, has recently been organized in New York.

**THE Kentucky Bicycle Club**, of Louisville, will hold a grand race meeting 4 July, on its new quarter-mile track. The race committee are: Horace Beddo, T. W. Moran, Charles H. Jenkins, and S. B. Huber.

**THE racing committee of the Massachusetts Bicycle Club** has announced the second races of the second and third series (one and two miles) for Saturday, 1 July, at Beacon Park, at 4:30 P. M.

**THE Eurys Bicycle Club**, of South Gardner, Mass., made its first club run on Memorial Day, going to Winchendon (nine miles) and return.

**BOSTON Club members** indulged in an over-night excursion to South Canton on the 17th.

## RACES

### Coming Events.

24 June. Pittsburgh, Pa. Keystone Bicycle Club races at the Exhibition grounds. One-mile heat race for the championship of Western Pennsylvania; prize, \$40 gold medal. Five-mile dash and boys' races. John W. Pears, secretary, corner Penn and Homewood avenues.

24 June. Louisville, Ky., bicycle races under the auspices of the Kentucky Bicycle Club. One-mile handicap, two in three, for gold medal; five-mile dash (winner one-mile race not to compete) for gold medal; quarter-mile heat race for riders who have never won a race. Address the secretary.

28 June. Norwalk, Conn. Fairfield County Agricultural Society. One-mile amateur bicycle race, in heats, free, for gold and silver medals. 29 June, one-mile professional race, three in five, \$50 and \$25; entrance fee \$2.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2930.

1 July. Philadelphia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4:30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. Half-mile, one-mile, two mile, and five mile races, three prizes, and slow race of 100 yards, two prizes, open to all amateur bicycle riders, the prizes in each event being valued at \$30, \$70, \$100, \$150, and \$200, respectively; two-mile race, open to Springfield Club members only, for medal valued at \$70; best club drill of not less than eight members, prizes, silk banner and bugle, valued at \$50 and \$10 respectively. C. K. Ferry, secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club, open to all amateurs, entrance free: Half-mile; three heats; prizes, gold medal and cyclometer. Three mile dash; prizes, gold medal and pair ball pedals. Quarter-mile dash for small boys; prizes, gold medal and bicycle bell. Two-mile dash of 50-inch wheels and under; prizes, gold medal and bicycle lamp. Quarter-mile; three heats; prizes, gold



medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. \$50 gold championship medal to first, gold medal to second, silver to third; entrance \$1.00. Road course, dead level, one and a half mile lap, sixty feet wide, hard gravel, with half-mile straightaway home stretch. As it is a public park, no gate money can be charged, and subscriptions are solicited for the purchase of the medals. The time of preparation is limited, to bar "special training," as this is a general riders' road race. Entries and subscriptions close 1 July, to Clymer Whyte, Esq., director L. A. W., 87 W. Chase street, Baltimore, Md.

OAKLAND, CAL., 30 MAY. — At the meeting of the Olympic Athletic Club, held the 30th ult., the following bicycling events occurred: —

One-Mile Handicap Bicycle Race — W. H. Lowden (72 yards), 1; C. L. Leonard (scratch), 2; C. Burckhalter (100 yards), 0; R. F. Verrinder (60 yards), 0. Time, 3.28½.

Eight Hundred and Eighty Yards Handicap Bicycle Race — L. D. Smith (13 yards), 1; C. A. Butler (13 yards), 2; H. C. Finkler (scratch), 0. Time, 1.43½.

Eight Hundred and Eighty Yards Handicap Bicycle Race — C. Burckhalter (40 yards), 1; C. L. Leonard (scratch), 2; R. F. Verrinder (24 yards), 0; W. H. Lowden (30 yards), 0. Time, 1.40½.

One-Mile Handicap Bicycle Race — H. C. Finkler (scratch), 1; George H. Strong (80 yards), 2; L. D. Smith (35 yards), 3; C. A. Butler (35 yards), 0. Time, 3.21½.

In mounting his wheel for the second 880-yards handicap, Finkler wrenched his right hand, which was recently injured by a fall, and it became so painful that he slowed up until he had no chance of winning. In the second mile handicap, which proved a most exciting race, Strong, although not in his best racing condition, started out at a lively rate and moved splendidly; Butler and Smith led Finkler until the third lap was made, when Finkler commenced to forge up; he passed his nearest opponents, and then set out for the leader, gradually gaining without apparent effort. On the last half of the track, and when it seemed almost impossible for him to overtake Strong, he made a magnificent spurt and lapped on Strong's wheel just as they had reached the grand stand; a few yards more and he had a yard's lead, and passed over the line a winner, the audience jumping to their feet in the excitement of the moment. In this race Strong rode a 57-inch patent improved Humbert racing wheel. Finkler was mounted on a 51-inch Special Club roadster, Butler on an Invincible light roadster, 53-inch wheel, and Smith ran a 54-inch Harvard. C. L. Leonard gave an exhibition of fancy bicycle riding, which was loudly applauded. Some of his feats were remarkable and original, and his performance included all the regular tricks, from riding the machine without the use of his hands to standing upon his head on the saddle.

BOSTON, 9 JUNE. — The fifty-mile professional handicap bicycle race at the

Casino took place on this date, as announced, and proved an interesting and well-contested struggle, but no reliable time as a record was made, except for the full race of fifty miles, in consequence of incomplete officering and timing. The contestants were Prince and Rollinson from scratch, and W. J. Morgan and George and Thomas Harrison at one mile start. The pistol was fired at 7.14.45 P. M., and the men got off in good shape, Prince leading and maintaining that position throughout. He easily and comparatively early in the race took up his handicap, and at the finish was a mile and three laps ahead of Rollinson according to the scoring, although the latter protested that the scorers had failed to record his score by one lap. However, as two official and two volunteer scorers all agreed, his protest was not admitted. Morgan dropped out at the completion of the fourth lap of his twentieth mile. The Harrisons rode pluckily for second place, and Rollinson had not taken up their handicap until near the close of the race; but at the beginning of his thirty-eighth mile Geo. Harrison gave up and Thomas showed signs of exhaustion, — the two scratch men, however, especially Prince, seeming but little affected by their long pull. From this point Prince rode a waiting race to the end, finishing in 2h. 59m. 15s.; Rollinson second, in 3h. 3m. 57s.; T. Harrison third (forty-nine miles) in 3h. 25m. 52s. The officers were: Referee, E. E. Merrill; scorers and timekeepers, L. C. Roberts and F. H. Drown; judge, J. C. Harrington, Jr. The prizes were \$200, \$100, and \$50.

BOSTON, 10 JUNE. — The first of the series of seven contests for the five-mile championship of Massachusetts Bicycle Club, to be raced at convenient intervals during the present summer for a silver cup, was held Saturday afternoon, the 10th inst., at Beacon park, as announced. The day was warm but pleasant, and a fair attendance of bicyclers was observed, representing, in addition to the Massachusetts, the Boston, Crescent, Chelsea, Meteor, and other local clubs, but a comparatively few non-wheelmen. It was found on arriving at the park that the cinder track was in a most wretched and dangerous condition for racing, and there was a strong disposition manifested to postpone the event; but rather than disappoint those who had come to witness them, it was finally resolved to have a few scrub races on the one-mile trotting track, although this, from the fact that there were many patches of soft bed on the course, would preclude the making of very fast time. The sport finally opened with a three-quarter mile dash, which was won by Jeffreys Wyman in 2m. 27½s.; C. P. Shillaber second in 2m. 34½s.; E. W. Pope third in 2m. 39½s.; M. H. Hardwick fourth, and G. H. Waters fifth. The next was a dash of one mile and a quarter, and was easily won by W. R.

Griffiths, the club's 60-inch man, who led from the start, and scored his time as 4m. 11½s.; Jeffreys Wyman, second in 4m. 25½s. A. D. Claflin and H. D. Corey were the only contestants in the five-mile championship race, and these made a good start and an interesting race, first one and then the other leading around the course until on the last mile, when Claflin forged well ahead and came in a winner, with Corey 16s. behind. The mile times were as follows: —

	CLAFLIN.	COREY.
1.....	3m. 48s.	3m. 48½s.
2.....	7m. 17s.	7m. 18s.
3.....	11m. 17s.	11m. 16s.
4.....	14m. 45s.	14m. 46s.
5.....	18m. 5s.	18m. 21s.

The officers were: Judges, Capt. F. B. Carpenter of the Crescent Bicycle Club, D. J. Smith and F. G. Parker of the Massachusetts Club; scorers, G. H. Waters and D. E. Devoe of the Massachusetts Club; timers, W. E. Gilman of the Chelsea Bicycle Club, and H. A. Baker of the Massachusetts Club.

NEW YORK, 10 JUNE. — At the annual championship meeting of the N. A. A. A., two-mile and five-mile bicycle races were contested. In the former, which was well contested, especially by the three leaders, G. D. Gideon of the Germantown Bicycle Club, came in first in 6m. 41½s.; E. A. Thompson, Lenox Bicycle Club, second, in 6m. 50½s.; C. A. Reed, New York Athletic Club, third; F. E. Davidson, Lenox Bicycle Club, fourth; A. Smith, Williamsburg A. C., fifth. The five-mile race was contested by G. R. Rood, Lenox Bicycle Club, Geo. D. Gideon, C. A. Reed, and A. Smith, the latter withdrawing on the third mile. The race between the others was an exciting one to the close, Gideon leading, and looked upon as the winner at the close of the fourth mile, when Rood made a handsome spurt and passed him, holding his lead to the end, with Gideon second by little more than a yard; Rood's time was 17m. 19½s.

BALTIMORE, 17 JUNE. — The ten-mile bicycle race at Druid Hill Park came off as announced, a good attendance of spectators being noticed notwithstanding the early morning hour, — 6.30 o'clock, — a large number of the lady friends of the wheelmen also being present. The contestants were R. F. Foster, C. R. Evans, E. E. Williams, David Stewart, and A. B. Harrison, all of Baltimore, the race being open to Baltimoreans only. A good start was made, Evans leading and Williams, Harrison, Stewart, and Foster in that order; but at the end of the third mile Foster had left his position in the rear, and passed the others, leading Evans a hundred yards and making the three miles in 9m. 15s., the other three being nearly a quarter-mile behind. Foster continued to gain, Evans only making a show to lessen his lead by some fine spurring in the seventh mile. Here Harrison also got thrown, breaking his handle bar and withdrawing



from the race. Foster finished and won the race in 36m. 36s.; Evans second in 37m., and Williams third in 38m. 10s., with Stewart little more than half a length behind his front wheel. The two last made an interesting struggle for third place in the last two miles, frequently alternating leads. The officers were: S. H. Shriver, B. H. Haman, T. J. Shryock, judges; Clymer White, clerk of the course; W. C. Scribner, T. H. Evans, timers; E. Snowdon, starter. The prizes, donated by Messrs. Foster & Co., were a pair of Æolus ball pedals and an automatic alarm for first and second, respectively; but Mr. Foster at the close of the race awarded them to the winners of second and third places.

#### Through the White Mountains on the Wheel. I.

IT will be my object in describing this tour to present the practical part of our experiences in a way to give the most help to any who may contemplate a similar tour in this region. The first consideration, the character of the roads, is unfortunately a thing difficult of description unless decidedly good or bad, and the White Mountain roads are of that medium kind most difficult of all to describe. Wheelmen rate roads differently according to their ability and haunts. These things should be taken into consideration when forming judgment from written descriptions. In gathering information for our tour, Portland summed up fair to good roads; Portsmouth, poor to fair; Boston, bad to poor, with occasional fair wheeling; and now Worcester, having thoroughly investigated for herself, will give her experiences and opinions.

To describe the men, perhaps it would only be necessary to say to most readers they were Worcesters; but lest this should lower the character of the roads, I will be more specific and try to be modest. There were three of us: one of six months' experience (but equal to most riders of two years), a strong, daring rider, on a 50-inch Standard Columbia; another of one and one half years' experience, on a 54-inch Special Columbia; and the third of three years, on a 54-inch Matchless: the two latter riders of moderate strength and rather cautious, preferring to walk sand holes and steep hills. All trained on Worcester roads.

The map used was Walling's special, scale two and a half miles to the inch; an excellent map, and as far as we observed, perfectly reliable. The profile lines given are especially valuable, as the general grade of any road can be accurately ascertained from them. The general character of these roads is remarkably uniform, and with the same care in construction which our country roads receive, would be much better for the wheel than the average Worcester County road. They are, however, made on the surface, cuts and fills being avoided as far as possible; hence, though

a road may neither rise nor fall in general, its surface will be undulating, and this with the softness of the soil is what gives the trouble, rather than long, steep hills. The tourist will be surprised to find so few of the latter in the midst of such tremendous hills: great hills everywhere but in the roads. The road bed is almost entirely a sandy loam; always inclining toward softness, frequently a little sandy, but rarely deep sand. In a few places it becomes gravelly and in others clayey, giving of course a harder surface. In the woods the dampness makes the surface better, in some places, making it muddy and heavy unless in a very dry season. The side paths are few; riding must be generally all over the road or in the ruts. The middle of the road will usually show ruts from one to three inches deep, and the machine will rarely make ruts less than one quarter inch deep. There is a constant pull required, the hard stretches which relieve so much on most of our roads being rarely met with. At the foot of hills sand beds are common, so that coasting is risky; and frequently short hills must be walked on account of the difficulty of obtaining a mount in these sandy beds. I do not remember a hill that would be severe work for a strong rider if it had a good surface, or a road that would present serious difficulties to a skilful one. Little hills, softness of surface, and occasional patches of sand are the bicyclist's troubles in the White Mountains.

We commenced our wheeling at Warren on the Boston, Concord and Montreal Railroad, having railed it to this point; our object in entering the mountains at this unusual place being to visit Moosilauke and to do a little exploring for the benefit of wheelmen generally. Our only knowledge of this region west of the Franconias was that obtained from the map, and reports of good roads in Easton, Landaff, and Lisbon, from a wheelman who had recently been in that region. Arriving at Warren early in the afternoon, we resolved to push on instead of spending the night here as intended.

Warren:—1. Good riding on side path. Level. No dismounts. 2, 3. Becomes soft. Slight hills. Occasional patches of sand. Two or three dismounts necessary. 4. Harder, a trifle sandy in places. Fair riding in ruts or at side. No dismounts necessary. 5. Like 2 and 3; perhaps a little better.

Warren Summit:—Arriving here we received a first lesson in map reading. This place looked as large on the map as the one we had left, but to our surprise it proved to consist of twelve or fifteen houses only, with not even an approximation to a hotel, of course. We were advised that one Harriman entertained wayfarers at the Summit, and after applying at most of the houses in town we found the right Harriman. Lest others should meet with the same difficulty, it may be well to state that J. M. Harriman is the one wanted, not his brother, uncle,

or other relative. A short distance from the house is a large brook in which we enjoyed a refreshing bath.

This road is a very pleasant one, winding round the side of Pine Hill for three miles with the abrupt hill on the left and a deep valley on the right, beyond which rise Mounts Carr, Kines, and Cushman, lesser summits of the southern Franconias. About three miles from Warren a turn in the road reveals the magnificent solitary peak of Moosilauke, the first real mountain seen approaching in this direction. The acquaintance once made is rapidly extended, Mt. Clough thrusting out its cold shoulder from Moosilauke, while Sugarloaf, Hogsback, and Blueberry Mountains rise up in the pathway, seeming to defy progress in that direction. Arriving at Warren Summit the tourist will find himself in a broad valley shut in on every side by mountains, affording pleasing views which are a fitting introduction to the more magnificent scenery beyond. The Boston, Concord and Montreal Railroad passing through this valley reaches its highest point, hence the name of the place. We spent the night at Farmer Harriman's, finding good accommodations and a well-filled board. Guests anxious to hear the family history, or to obtain any little information concerning the neighbors or neighborhood, will find that part of the entertainment gratis. The great object of interest in this locality, Moosilauke, may be ascended by the carriage road from Warren or by the path known as "Kendrick's short cut," from Warren Summit. The five miles of carriage road to the base of the mountain would probably be rideable, but the four miles of ascent must be made on foot. I would strongly advise wheelmen to ascend this and other mountains by the old paths rather than the carriage roads. Leaving Harriman's early in the morning, we went back towards Warren a short distance, taking the first left-hand turn, which is the Notch road to Benton. One and one quarter miles on, the mountain road branches off to the right by a school-house; and here we found it necessary to abandon our machines, a barn near by offering convenient accommodations. The road thus far is harder than the other side of the Summit, with a gentle up grade which can be easily ridden without dismount. Pushing on afoot we found the road rising rapidly, soon becoming a mere cart-path over stony pastures, and finally nothing but a cow-path leading up to the dense forest above. Just before entering the forest a fine view of the broad valley with its surrounding mountains is obtained; and with this for inspiration we plunged into the woods, prepared for any amount of hard climbing. For another mile the path is wide and plain, having been cleared and bridged for a bridle-path; but beyond this in places, some care is necessary to follow it, though easily found at any time by a little searching. At the end of this bridle path commences



the real ascent of the mountain; rocks, fallen trees, and underbrush adding their obstructions to the increasing steepness of the path. The way is carpeted with the most luxuriant mosses, and frequent noisy brooks invite the tired climber to refresh himself. The last half-mile is very steep, seeming almost perpendicular; but just as one is about ready to give it up, the trees, which have been smaller and smaller for the last quarter-mile, become so thin that occasional glimpses of the grand view are obtained, and in a few minutes the climber will suddenly emerge from the scrub growth on to a little plateau of bare rocks, where he will pause spell-bound at the extent and magnificence of the view before him. A few rods farther up over bare rocks and he will stand on one of the two peaks of the mountain, while over towards the northeast rises the other and principal peak crowned with the hotel, an irregular ridge connecting the two, with the carriage road boldly winding up the crest of the ridge to the buildings. Reluctantly leaving the lesser summit, one descends the peak on the opposite side by a good path to the road, and a walk of a mile up the main peak will bring one to the hotel, 4,811 feet above the sea.

We were highly favored in having one of the clearest days of the season; every eminence, however distant, presenting a clear blue outline. All around and as far as the eye could reach was a billowy ocean of mountains rolling in countless waves, the nearest 1,000 feet below our airy perch. Away to the north over the receding hills of New Hampshire and Vermont could be seen the level plains of Canada, one hundred and fifty miles away, while on the west the whole Green Mountain range away down into Massachusetts stood like a wall bounding the vision in that direction. Peeping over the top of this wall could be plainly seen Mount Marcy of the Adirondacks, and to the south Mount Monadnock and Wachusett were discovered. Lake Winnepesaukee glittered like a gem in the southeastern horizon; farther to the east the sharp peak of Chocorua pierced the sky; and over countless intervening heights, Kearsarge reared its symmetrical cone. Bounding the vision on the east and northeast, the presidential range lifted its majestic summits, Monroe, Washington, Clay, Jefferson, and Adams standing in bold relief against the eastern sky,—a magnificent panorama stretching from horizon to horizon, not excelled by even that from Mt. Washington. One realizes his height on this mountain as on no other. The slopes fall away almost from one's feet in sheer descents of 1,000 to 1,500 feet; indeed, so sharp is the peak and so abrupt the descents that the tourist will feel some insecurity while moving about the summit.

FOUR of the Roxbury Club made the proposed run to Gloucester the 17th.

#### How It Stands, II.

SINCE completing the first article on this subject, the testimony for the defendants in Pope Manufacturing Company *v.* McKee & Harrington has been taken, and shows a remarkable "state of the art" as regards bicycles. The statements of the experts who have made the search, if sustained by the court, will throw open the manufacture of the bicycle to the public; and it seems almost impossible to anticipate any other result. Without quoting any technical terms, the substance of the search has revealed what has long been asserted by those acquainted with the patents in question; viz., a very weak condition of affairs, and a series of patents of little or no value. The Reynolds patent, which has expired by limitation,—in other words, is now public property,—is claimed to have covered what was important in a bicycle, and that on which any suit could have been brought against riders. Any threat from manufacturers to prosecute for the use of the reversed crank or the *rigid* seat on the perch would seem now to be of no avail, as the patent has expired. Among the witnesses in the case referred to, there are a number of mechanics and others who gave evidence of having seen, in the fall of 1863, a French acrobat, Mons. Verrecke, riding upon the stage of the Bowery Theatre in New York, and of the Continental Theatre in Philadelphia, a two-wheeled velocipede, propelled by the feet of the rider, applied to treadles connected with oppositely projecting cranks attached to the axle of the forward wheel. In the use of this bicycle at the theatre one of the cranks was broken, and the machine was sent to the shop of a carriage maker to be repaired. While there the workmen examined it out of curiosity, and now establish the fact of a machine being used prior to the patents named. This one mention of the use of a bicycle before the application of Reynolds is a convincing fact to most minds that the idea is old, and that the "state of the art" at that time (1865) was too far advanced to even give a strong patent. Two-wheeled velocipedes were known and used for more than a quarter of a century before the application for the patent.

The suit which is now pending has been brought on the reissued patent of P. Lallement. The original patent to this gentleman was essentially on the old and well-known two-wheeled velocipede with his new treadles, which many old riders will remember as having a ball weight attached to them to keep them upright. The means of connecting these treadles to the velocipede were the opposite projecting cranks. Such cranks had already (1866) been fully claimed. Lallement did not even mention them in his original patent, but put them in his reissue. As the Reynolds patent covered these points, and has now expired, it is hard to make the opposite cranks anything but public property. If one was to search for the present status of the bicycle, he would probably find only patents

on improved parts of a machine; but it is believed and even asserted by experts in patent law that a practical bicycle can now be made without infringing any patents. The suit now pending will settle the question of the patent on the machine as a whole, and particularly the opposite-crank motion. It would be well to consider the Hanlon patent, which was on the adjustable or slotted crank and the adjustable saddle; but a bicycle can be made with both these if *fixed*. The Philadelphia carriage maker who repaired the French machine referred to was Mr. Wm. Quinn. Several of the workmen in his employ testify also to having seen the bicycle. In the examination of Lallement in relation to this suit, he testified that after completing his machine, on which he took out a patent, he "took it on the boulevard, and all the people saw it; some did say they had seen some like that before mine."

A notice of Mons. Verrecke's riding a velocipede will be found in the New York *Clipper* of 7 November, 5 December, 1863, and 3 December, 1864. In one of these issues, the paper mentions as follows: "Verrecke, the latest sensation, is still the feature at the Continental, Philadelphia. It is advertised that he will appear at noon in the day in the public squares of the city on his sensation conveyance, travelling at the rate of fifteen miles an hour. What is it?" This will show that the machine which Quinn repaired was spoken of in New York papers. In the event of the success of McKee *et al.* to dissolve the injunction placed on them at the instance of the Pope Manufacturing Company, the demonstration of the weakness of the American patents will be complete. With such a result, wheel riders may look for a healthy competition in the trade, and much lower prices.

The American manufacturer can now, and would with such a termination, sell at a lower price than the English machine could be imported for, but the riders will benefit positively if the injunction is dissolved. The ultimate result will be awaited with interest.

#### Along the Potomac. I.

*Editor Bicycling World:*—It was on the morning of 23 October, 1881, that I reached the famous river at Williamsport, Md., though I took train from New York just a week before that, and stopped in Philadelphia for an afternoon's indulgence in a twenty-three mile exploration of the roads of Fairmount Park. The next forenoon, 17 October, I made the acquaintance of Druid Hill Park, Baltimore, to the extent of fifteen miles, and then embarked on steamer for a three-days' patriotic pilgrimage to Yorktown. Forewarned of the deep sands characteristic of that region, I left my wheel behind, and on the 21st took it by train to Frederick, Md., whence on the 22d I rode to Hagerstown, over the route described by "C. W." in *WORLD* of 29 July last. The distance registered was



26½ miles, and before starting I rode six miles in the environs of Frederick, in company with the editor of one of the local journals; his hated rival, who edits the opposition journal, being also a wheelman.

I will not try to improve upon the "Notes from the Blue Ridge," supplied to the *WORLD* by "C. W." aforesaid, as satisfactorily telling what I myself learned by that pleasant day's jaunt along the Old National Pike, across two mountain ranges. His record of distances, being made from memory, did not coincide entirely with that of my cyclometer; but the "notes," as a whole, are an entirely proper guide for the tourist. He said, "I recommend the Baldwin House as the best hotel in Maryland at which I have stopped"; and I most heartily support the recommendation, though "Bucephale," in *WORLD* of 25 November, spoke superlatively for a rival establishment. New, clean, and good hotels in the South are so extremely scarce that I think it only fair to make a special point in favor of this one, which is unequivocally "the best," not only in Hagerstown, but in all that region. It is incomparably more clean and comfortable than two at least of the high-priced hotels in Baltimore whereof I have knowledge; and its charge of \$1.00 for supper and lodging was certainly as low as I ever expect to find in the "lowest" hotel that I may be forced to take shelter in. The City Hotel, in Frederick, in every way inferior, charged \$2.00 for supper, lodging, and breakfast, which was an advance on the price recorded by "C. W." a few months before. Two headers, taken in quick succession, made memorable that ride to Hagerstown, — one caused by a stone on a down grade, and the other by slipping the pedal while pushing up-hill, — for those were the only falls in my entire tour of two hundred and forty miles.

The next morning I reached the Taylor House in Williamsport at 7.30, after a ride of three quarters of an hour, demanding only one dismount on account of road repairs. My register of the distance was five and one half miles, though "C. W." calls it seven, which perhaps was nearer the truth. Delaying an hour for breakfast, I mounted upon the towpath of the Chesapeake and Ohio Canal, and proceeded westward, reaching Hancock, the first town, twenty-five miles on, soon after twelve. Here I entered the Light House, as being the least squalid looking of several shabby little taverns, and really dined quite sumptuously there; although I presume that on any other day than Sunday I should not have fared as well, either in respect to food or clean table service or neatly dressed table companions. Seven miles from Williamsport was the "slackwater" of more than half a mile, where the towpath was so rocky as to make even walking rather difficult; and three miles beyond some more walking had to be resorted to on account of a "block" of canal boats. The rarity of moving boats, however, was

of course a great advantage; and with the two exceptions named, I rode straight along to Hancock, — this being my first really satisfactory experience of tow-path wheeling.

"C. W.'s" knowledge of the path ended at Hancock, but he expressed a belief that it would continue equally good to the end at Cumberland, some sixty miles beyond. He cautioned me, however, about the difficulty of getting anything to eat, as the whole region is very thinly inhabited, with no public house of any sort between the two points named. I remembered his caution when I started on at 2 P. M., but I did not realize the force of it; for I was fortified by a good dinner, and by the information that at a point about half-way to Cumberland there was a privately owned "brick house" (most of the habitations of that region are log-and-mud cabins), where I could count on "getting handsomely taken care of for the night." The path, for the most part, continued smooth and hard, and at 5.30 P. M., when dusk was closing in, I reached the designated point, fifty-four miles from Hagerstown. The only hindrance of the afternoon was a long procession of boats that had been "blocked" by the low water. The "brick house" of my hopes was a forlorn little abode, terrible to look upon; but "there I was," in the gathering gloom of the desert. I had no option but to seek shelter for the night; and this, after some demur, was granted me. I slept soundly the sleep of the just, after assuming, by way of night-dress, my extra drawers, as well as shirt. This was a lucky precaution, for it kept the bed-bugs from feeding upon me much above my ankles and elbows. Consequently, in the morning, I counted *only* one hundred and twenty-five bites upon my arms and feet. If the interesting insects had had a fair show that night at my entire anatomy, they would have doubtless made so picturesque a fresco of it as to cause "Capt. Costentenus, the tattooed Greek," to turn pale with envy.

The towpath was unridable that morning because of a hard rain during the night, and the drops were drizzling down dismally as I munched my indescribable "breakfast" (the counterpart of my unspeakable "supper" of the night before), and fared for the nearest lock-house, thankful that I had escaped with my life, but doubting whether I had best retrace my course or continue towards Cumberland. At 11.30 A. M. a canal boat bound in that direction gave me a chance to decide by jumping upon its deck. I stayed there four hours, during which there was a progress of eight miles; the last mile being through a tunnel, which is impassable except on a boat, or just in the rear of the team that draws a boat. Then at 3.30 P. M., as the path seemed tolerably dry, I jumped ashore and made my first mount of the day, — knowing that darkness would stop my riding in less than three hours, and

that I could find no rest until I reached Cumberland, thirty miles away. The track was generally somewhat heavy on account of the rain, but there were some good stretches, and in the first hour and ten minutes I covered nine miles. At 6.15 P. M. the darkness decided me to risk my neck no farther, and I jumped down at the post labelled "C. 12½m.," with sixteen miles to my credit. An hour later I stopped a few minutes at the "nine-mile lock" for a supper of crackers and milk, my "dinner" having consisted of a quart of canned peaches, which was the only eatable thing I could buy at the lock-house just before entering the tunnel. Some flinty apples and mildewed "candy" formed the rest of my diet for that dreary day. Practically, I had eaten nothing substantial since noon of the previous day at Hancock, and the vast and inextinguishable itching of the bed-bug bites added to my serenity, as at half past seven o'clock I plunged into the pitchy darkness which shut me off from Cumberland. The "nine-mile level" ending there formed the longest nine miles known to my somewhat extended experience. Save for a lone canal-boat that I passed about the middle of the tramp, I saw not a thing, I heard not a thing suggestive of human life. The silence was as profound as the darkness. Not a noise, not a light, for the whole nine miles. Through the fog I could trace the course of the path for only a few rods ahead of me, and it really seemed as if no end would ever come to it. Lacking matches, I could not even console myself by examining watch and cyclometer. At times I had to toil laboriously through the mud. At one place I had to guide my wheel over the narrow plank of a "waste-way" which I could hardly see. But the general monotony of my progress was most oppressive. I lost all definite consciousness of time and space. The end came at last, however, when I trundled my wheel into the Queen City Hotel, at 10.30 P. M., and plunged into one of its bath-tubs. Too weary, after my long fast, to care for any food, I sent my wet and spattered garments to the drying room, and betook myself to bed, thankful that the comforts of civilization were once more within my grasp.

KOL KRON.

THE members of the Chelsea Bicycle Club scattered on the 17th, a portion going to Gloucester, and others on westerly and southerly suburban runs. We put ourself and bicycle on the train for Worcester, where we were the happy guest of Ex-President Blacker, of the *Æolus* Bicycle Club, a large number of whose members with several of the Worcesterers contributed further to our pleasure by participating in enjoyable runs Saturday evening and Sunday morning, — the latter being to the Aerie House at Lake Quinsigamond for breakfast, after which several of us took a steamer trip around the lake, while the bulk of the party continued the run to Uxbridge.



## L. A. W.

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

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

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

The "LEAGUE HANDBOOK," containing list of members, directors, consults, 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.

UNATTACHED.—Henry S. Wood, No. 3,205 Baring street, Philadelphia, Pa.

NASHUA WHEEL CLUB.—Will A. Tracy, Harry W. Ramsdell, Henry E. Marsh, Frank A. Mc Master, Francis C. Slason, Edward F. Chandler, George W. Hendrick, James B. Harris, and Will H. Walker, — all of Nashua, N. H.

## To L. A. W. Members.

SINCE quite a number of unattached members of the L. A. W. have sent to this office the amount of their dues for 1882, even before receiving circulars calling for same, which will very soon be in the hands of every League member, we feel called upon to make this general acknowledgment of receipts, and to promise you that soon the cards of membership for 1882 will be issued, and they will immediately be sent out upon their receipt at this office. Thanking those who have so promptly remitted, and craving their forbearance in the delay that necessarily arises in this unavoidable change of officers, we remain, yours fraternally,

W. V. GILMAN, Treasurer L. A. W.  
NASHUA, N. H., 10 June, 1882.

## CORRENTE CALAMO

PRINCE has sold his 55-inch Royal Mail racer.

KOL KRON has been doing the Jumbo Cave of Kentucky per wheel.

MR. J. M. FAIRFIELD of Chicago was in Boston last week, on business.

THE circus posters announce the coming of Albion with his eight foot wheel.

A COLLECTOR for the Harlem (N. Y.) Gas Company makes his rounds on a tricycle.

APPLICATION has been made for the appointment of "Cobb's Tavern" as League hotel for Canton.

PRINCE is announced for the races at the June meeting of the Fairfield County fair at Norwalk, 28 and 29 June.

CHAMBERS' JOURNAL complacently looks forward to the successful practical application of electricity as a motor for tricycles.

THE slipshod method of managing the Casino races has been the subject of much unfavorable criticism from both competitors and spectators.

PROF. BROWN of the Boston University has graduated from the riding school, and is now a full-fledged road bicyclist and as good a rider as an efficient instructor.

W. D. WILMOT, of the Massachusetts Bicycle Club, may often be seen speeding on the track at the Casino, and will no doubt be heard from in some of the coming events.

"METEOR" has retired from the editorship of the South Boston *Inquirer's* wheel column; but he is as active as ever in promoting the interests of the Bay State Wheel Club.

LAWRENCE, MASS., has a lively and flourishing bicycle club, and her wide-awake namesake out in Kansas is also collecting a large nucleus of wheels for early organization.

EX-VICE-PRESIDENT FAIRFIELD was in town a few days ago on his way to England on business. The demand for foreign machines is such that increased facilities are needed.

WE have seen it reported that the grade of Corey Hill has been conquered by a tricyclist. As no bicyclist has a record of this feat, is the tricycle the best hill climber, after all?

AND now the mile-record man, Ahl, of the Massachusetts Club, has a new Yale racer. Corey, of the same club, who sold his in the early spring, has also got another, of the same pattern.

PARTICULAR attention is called to the new rule relating to amateurs, which prevents manufacturers and dealers in bicycles from personally teaching the art of riding to effect the sale of a machine.

MR. GENSLINGER, a New Orleans wheelman, has the honor of first riding a bicycle through the streets of Laredo, Texas, where he created a genuine and admiring sensation among the natives.

SECRETARY GEORGE J. HOBE, of the San Francisco Bicycle Club, has sent us a copy, handsomely printed, of the 1882 edition of the rules and regulations of that club, together with a full list of members.

WE have a tricycle, and hope soon to be able to tell you what we know about it. We say "we," both editorially and literally; for the machine is convertible, and when desired we can either double up or "go it alone."

THE Wolverhampton handicap was won by James, on a 56 Royal Mail (weighing 26½ pounds), which seems to be the coming wheel for racing, and is certainly well fitted to occupy a premier position on the track.

BEFORE any more legitimate amateur records can be made on the Institute Fair track, it will have to be officially measured, as since the pole has been shifted for the accommodation of the horse track, much doubt has been expressed as to its correctness.

THE makers of the Victor tricycle (Overman's) have sent us a photograph of the machine, which certainly looks graceful in print, and we are anxious to see the trike itself, as they promise we shall very soon. An unlooked-for accident prevented its participation in the League parade.

FRANK W. GOODWIN and W. C. STEWART, of the Star Bicycle Club of Lynn, wheeled from that city to Worcester and return last Saturday, the 17th inst. Their cyclometers registered fifty-five miles each way, or one hundred and ten miles the round trip,—which is about right. A good day's work.

J. ANTONY LOCKE, president of the Leamington (Eng.) Bicycle Club, who has been travelling in America, and is about to return home, was in Boston last week, stopping at the Hotel Vendome. He visited the Boston Club headquarters, and on Wednesday dined with F. W. Weston at his home at Savin Hill, Dorchester.

WHILE a bicyclist was riding in Salem last Saturday, he was attacked by a bulldog, who ran alongside his wheel and endeavored to seize his foot. Meanwhile a carriage approached from the opposite direction, and striking the dog knocked him into the wheel, upsetting the rider and severely injuring him and breaking the machine.

WE understand that the Metropolitan Publishing Company of New York are about starting a new illustrated weekly devoted to cycling. As it has certainly the moral support of, and its agents are introduced and recommended by, a leading American bicycle manufacturer, we look forward to some healthy competition in the field of bicycling journalism.

THE Washington *Oarsman's* bicycling department this week devotes a third of a column to some excellent advice to riders in that city about care in riding, to avoid unnecessary collisions with horse vehicles and each other. So far no accidents have occurred with the former, but with the large increase of new riders this season the possibility of it has increased.

THE "Handy Hook," made by the Overman Wheel Company of Hartford, Conn., is just the thing to fasten the trousers at the bottom when one is in haste and cannot stop to put on knee-breeches or leggings. With it one can take a reef in his pantaloons and save the wear and tear which must ensue when he is not provided with the hook. Send them twelve cents and get a pair.

THE fast men of the Massachusetts Club ought to challenge the Wellesley



College girls to a race; gallantly allowing them of course liberal handicaps. We see by the Boston *Courier* that, laying social trammels aside, they are largely indulging in bicycling. This information will doubtless tempt "Papa," and Dean and Fourdrinier, of the Bostons, to many ante-breakfast runs in that direction.

THE bicycle paragrapher of the Boston *Courier* should look over the columns of the BICYCLING WORLD before he talks about the latter's attacks on any particular manufacturing company. We had fancied that whatever attacks are being made by any one simply puts us in an attitude of defence. Such gratuitous insinuations as the *Courier* man is fresh enough to repeat in type look something like attacks on us.

THE Bicycle Gossiper of the Louisville *Argus* must know that our 2 June account of the League parade was compiled during our absence at the Meet, from a newspaper's telegraphic despatch, by our "green hand," who neglected to credit the journal from which he gained his misinformation. However, we are not going to take back such a trifle at this late day. The Kentucky boys looked first-rate, and what more do they want?

BICYCLING matters in Baltimore are especially lively just now, what with the professional events at the Monumental Summer Garden and the amateur races at Druid Hill this week; and now the Maryland Club announces a great fifty-mile road race at the latter place 8 July, for a gold medal and the championship. The Park road is a dead level, one mile and a half lap, sixty feet wide, hard gravel bed, and has a half-mile straight-away home-stretch.

THE League of Ohio Wheelmen has issued a circular address to the wheelmen of that State, accompanying which is the draft of a new constitution to be submitted at the annual meeting, 28 and 29 August next. The instrument is well and carefully drawn, and will probably be adopted without change, and under it we can see no reason why the organization should not be beneficial to the cause of bicycling as well as the promoter of an enjoyable State gathering each year.

WE have received a supply of the Tricyclist's Indispensable Handbook, edited by Henry Sturmey, and are ready to fill orders from individuals or the trade. See advertisement. The Bicyclist's Indispensable is promised for early in July, and we shall fill all orders in the order of their reception. The book is much enlarged this year, and the price will be fifty cents, with eight cents additional for postage if sent by mail. Send in your orders if you wish an early copy.

AMATEURS must remember that under the new League rules they are barred out of all races not under the auspices of the League or the National Athletic Association, or with their express permission

through the proper representatives of these bodies. Races at the Casino, agricultural fairs, picnics, and the like, cannot be participated in without such permission, under forfeiture of amateurship forever; and since these rules are officially published, ignorance of them will not be admitted in extenuation.

THE bicyclers of Dayton, Ohio, have hitherto enjoyed the privileges of roads and drives about the National Soldiers' Home at that place, and as they are remarkably fine roads, the wheelmen have appreciated them immensely, and have done their best to deserve the favor; but latterly, somehow, they have got themselves disliked by the governor of the institution, and he has peremptorily ordered them from the grounds henceforth, Messrs. Whitside and Mott being the immediate victims and examples.

L. A. W. TREASURER W. V. GILMAN was warmly welcomed home from Chicago, with all his "blushing honors thick upon him," by his friends and comrades of the Nashua Wheel Club. They received him at the station and escorted him to the Laton House, where they had prepared a banquet, and had invited a few other friends to participate in the reception, and whose congratulations he received with becoming and characteristic modesty, and in return gave a brief account of his trip and the Meet at Chicago.

ONE evening recently, while two members of the Chelsea Bicycle Club were riding on Salem street, in Malden, they were met by a man driving in a buggy and accompanied by a female. He drove quite close to the wheelmen, who naturally turned out, which he showed no disposition to do; but just as he was passing the rear bicyclist, Mr. Joseph F. J. M. Brown, he bent forward and gave the latter a sharp cut with his whip, dismounting him from his machine. Mr. Brown at once remounted and made after the scoundrel, who perceiving himself pursued, lashed his horse to a run, but was being rapidly overtaken by the wheelman, when he suddenly turned into a dark and rough by-path where the pursuer would find it hard and dangerous to follow him, and so escaped, — "more's the pity."

WESTERN clubs make a great cackling when they manage to develop a rider who can straddle a 60-inch wheel. Conkling, the tall and handsome luff of the Chicago Club, was waved proudly in the western blizzards all last season, because a cipher followed the six in his number; but the Milwaukeees put one of the *Sentinel* staff on the stretcher nightly for twenty-seven days, until he tied Conkling. Then jealous St. Louis got real mad and stuck one of her fellows in a second season's cornfield up to his armpits, spread a cartload of fertilizer around him, and then prayed for rain. As a consequence, he won't be satisfied with anything short of a 62-inch wheel. That beats the Atlantic States, where 60-inchers are so common as to occasion

no comment, and the average man here rides a fifty-eight, anyhow.

### Wake Up!

AFTER two years of trial, the League has changed its original constitution somewhat; and also some of its by-laws. It is supposed now to be on a working basis (or will be after the election of State officers in September). Each State will have its chief consul and representatives, and can go ahead and perform the work so long laid out for it. There is one thing to remember, however: a good constitution will not appoint worthy consuls, it will not select good, comfortable hotels, it will not map and describe routes, entertain touring members, extend membership, encourage touring or racing, nor make the next Annual Meet a success. Such work is not for it. The by-laws say how all these things shall be done, but upon the officers and members rests the responsibility of carrying out the important details. Let us hear from our worthy president; let him wake up to the situation and see that the executive officers and the committees are at work. That is the principal part of his duties. He is responsible for their work, for they are obliged to report to him and consult with him if necessary. Let every member of the League who has not consuls and League hotels in his neighborhood commence to kick about it to the nearest officer; and if he does not get immediate satisfaction, let him apply to the board of officers, or to the chief executive officer, — the president. We shall then soon find out who are the workers and who are not. If any officer does not properly attend to his duties, he can be granted a vacation for a year or two.

Let us not only have a League, but a working, strong, substantial League, — something that will be a benefit to every wheelman who wishes to avail himself of its advantages; a League that will carry weight and respect with it; a League that will protect and command respect for its members. Let those officers be selected who can not only plan, but execute plans for its perpetuation. In other words, let us *wake up*, and when thoroughly aroused look around and stir up our next-door neighbor, and at the end of the year we certainly cannot be blamed if anything goes amiss, or if the League fails of its objects.

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### BOOKS AND PAGES

OUR LITTLE ONES for June reached us late, and the children had been impatiently asking for it; but as with other favorite luxuries long waited for, they enjoyed it all the more when it did come. The frontispiece, reprinting the monkeys at the menagerie asking Fred to "go halves" on an orange he is eating, pleased them most at first; but they had the best laugh over the picture of the fox, wolf, porcupine, and bear playing at see-saw. Besides these, there are as usual many more charming pictures and child stories, some of the best of which are "The Little Girl's Complaint," "Jose, the Mexican," "Nellie's Ring," "The Sunflower and the Vine," "Pretty Polly Primrose," and "A Nice Orange." Unlike much of the current literature for very young children, the stories in *Our Little Ones* are instructive and simple without being silly, and are always entertaining. The Russell Publishing Company, Boston.



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## WHEEL LITERATURE.

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

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

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

**THE "INDISPENSABLE" BICYCLIST'S** Hand-Book for 1881, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty 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. Wel-ford, editor of *Cycling Paper*, 50 cents; cloth, 75 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.

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

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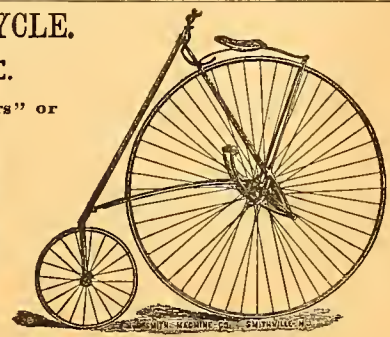
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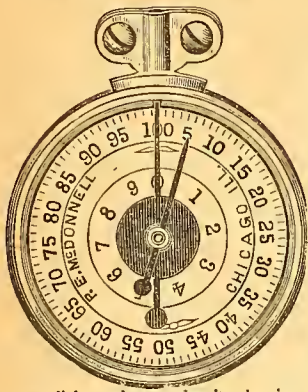
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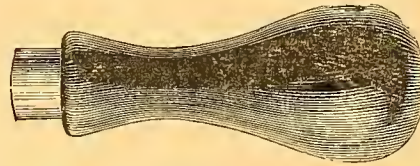
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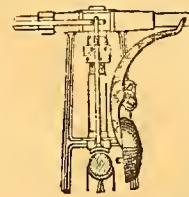
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