

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They read the BICYCLING WORLD *through*,—advertisements and all,—and, as is not the case with the ordinary newspaper, after reading they *preserve* instead of *destroying* it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Bicycling Literature.

We have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth.....	\$2 00
" " 2, " 	2 00
Patent File and Binder for World.....	1 00
American Bicycling Journal, bound in cloth....	4 00
L. A. W. Handbook, 1881.....	30
Sturmy's Indispensable, 1880.....	30
1881.....	50
American Bicyclist, by Charles E. Pratt.....	60
Velocipede, History of.....	30
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Wheelman's Year Book, 1881.....	30
Cycling Sketches, cloth.....	1 00
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Cycling, Newcastle-on-Tyne, England (monthly),	1 00
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Le Sport Velocipedique, Paris (weekly).....	1 75
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We have for sale a handsome 56-inch "Extraordinary Challenge" bicycle, nearly new, and in complete order; nickel-plated throughout, except felloes; ball bearings to both wheels. It is furnished with extras as follows: Cradle Spring, Handy Tool Bag, Wrenches, and extra Spokes, Pedal Pins, Caps, Lubricators, etc. It should be understood that with this style of machine the size of the wheel makes no difference in the ability of anyone to ride it. Its original cost, with extra furnishings, was about \$200; we will sell it for \$140. Address BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & CO., 8 Pemberton Square.

Boston Amusement Record.

BOSTON THEATRE.—"Michael Strogoff" all this and next week....BOSTON MUSEUM.—Saturday evening, "Leda Astray", benefit of Annie Clarke. Next week, "Patience"....GAIETY THEATRE.—"Royal Middy." Emily Melville Opera Company....GLOBE THEATRE.—"Twelfth Night." Robson and Crane, all this and next week.....HOWARD ATHE-NEUM.—Leavitt's Specialty Company.....PARK THEATRE.—Lotta all this and next week....WINDSOR THEATRE.—"Kooms for Rent." Next week, "100 Wives."

EDITORIAL SPOKES.

UNION PARK will be a fine place for assembling for club runs.

THE Providence Club's third annual meeting and dinner will take place to-morrow evening.

THE telegraph messengers in Rio Janeiro use bicycles in carrying messages, and are allowed to ride on a part of the sidewalks.

THE divorced Bossachusetts clubs have settled down again; the Massachusetts having married the Crescent, while the Boston will keep bachelor's hall.

THE Boston Bicycle Club has leased for two years, the house corner of Union, Park and Tremont street, and it will speedily be fitted up for headquarters. A description of the premises and projected improvements will be given later.

THE Massachusetts Bicycle Club were to have an all-day run yesterday (Thursday), starting from headquarters, 194 Columbus avenue, and by a circuitous route taking in the Newtons, Waltham, Concord and Lexington, and dining at the latter place.

MR. MARSHALL, of the Canandaigua Bicycle Club, is the inventor of the "Bygonespeed" described and illustrated this week, and to whom all orders should be addressed. It beats Lamson's coat-carrier and Wright's "Take-me-too" all hollow.

Now that the riding season is drawing to a close, wheelmen will find more time to study the constitution and rules of the League of American Wheelmen, for which purpose send thirty cents to Secretary Putnam, and get a copy of the League Handbook.

A BOSTON correspondent wants somebody to inform him how to learn to ride slow! Curb your impatience, down brakes, and avoid all temptations to spurt with trotting horses. If further instruction is needed, keep your weather eye peeled while riding, and devote all your mental powers to the task of constructing a poem of one hundred lines, heroic measure.

THE REV. ARTHUR EDWARDS, editor of the Chicago *Christian Advocate*, has returned from his European bicycle tour,

having, accompanied by his son, wheeled over 1,200 miles of Great Britain and the Continent. Their longest day's journey was fifty-nine miles, and the shortest eighteen miles. The average daily expenditure for both was \$2 60, and the total expense for repairs was sixty cents.

THE *Graphic's* funny man has discovered that bicycling is not only degenerating to the physical functions, but will also cause mental demoralization, and seems to be of the opinion that only those verging upon idiocy partake of the sport. It is very evident, from the numerous attacks upon the bicycle from this source, that the writer has some grounds for complaint, and adopts this method of giving vent to his spite. It is more than probable that at one time he was possessed of an intellectual power that enabled him to aim at nobler things than casting a stigma upon an innocent sport, the loss of which power he now attributes to the use of the wheel; or more probable still, his brains were never sufficiently evenly balanced to allow indulgence in this difficult art, and is envious accordingly. — *Louisville Commercial*.

A GANG of Brooklyn roughs, headed by one Folger, on the evening of 8 October brutally assaulted Alexander and Charles Schwalbach of the Kings County Wheelmen, while quietly riding along a public thoroughfare of that city, the wheelmen sustaining serious but not dangerous injury. Folger and another fellow, named Huckle, a grocer, were subsequently arrested and arraigned before Judge Fisher, and their counsel put up the defence that bicyclers had no right to ride through a public street. There was much testimony pro and con; and when the case was finally submitted, Judge Fisher acquitted Huckle for insufficient evidence, but convicted Folger. The judge further declared that the wheelmen had perfect right of way with other vehicles and with horsemen, and he told every policeman within sound of his voice to understand this and act accordingly.

All the Staisle.

An irreverent wheelman rode through
A cathedral, and rolled down the aisle;
As he passed, he said, "Well, I should smaisle,
This is something few fellows can dough"

And the agony thick he did paisle
On, until it would nauseate yough,
And I'm sorry to say it was troug,
Many tricks did this youth full of gaisle.

When, sudden, there fyoughrions floug
The bald-headed sexton, whose baisle
Was heated through running a maisle,
So he kicked up a hullabalough.

The youngster's fine features to spaisle,
And the floor with his remnants to troug,
Was the work of a minute or tough
For this hoary old man crocodaisle.

THE ANIMAISLE.



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, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 18 NOVEMBER, 1881.

L. A. W. MEMBERSHIP.

THERE is either a serious defect in the rules of the L. A. W., or a serious defect in the wording of Rule 35. This rule reads:—

"Each member shall pay to the Treasurer of the League, on or before the first day of June, in each year following his admission to the League, the sum of \$1 00, as a membership fee, and shall forward therewith his name, address, and the membership number of his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary."

We had supposed that in organizing the League, it was intended that it should be a permanent institution, and one to which it would be an honor to belong, and a dishonor to withdraw from, except in the honorable way customary with other clubs and societies,—that is, by paying all arrears and formally tendering a resignation. But it seems that all do not view their membership in this light, and consider a simple and unan-

nounced cessation of the payment of the annual assessments all that is required to enable them to withdraw; and perhaps a strict construction of the second section of Rule 35 will bear them out in this supposition. If this is the real intent and meaning of the rule, then instead of being a strong and permanent League, it is only an annual institution, depending for its renewal each succeeding year upon the satisfied good feeling or whims of the subscribers of the past year,—like an insurance company or a newspaper. Now, we do not so understand it. We look upon the League of American Wheelmen as any other club or association, as an agreement of individuals to organize a permanent institution, requiring, after the first formation, a candidacy and an election to constitute a membership, and a clear record on the books and a formal resignation to withdraw from such membership; and as applications for membership are to be published in the official organ of the League, so should all resignations and expulsions be so published, that the cessation of membership may be known to the general body. Any other method of withdrawal is an injustice to the adhering members, because it exposes them to imposition by any unprincipled ex-member who may choose to withhold the fact that he has been "dropped" from the list of members for non-payment of dues.

As has been stated on several occasions, clubs do not join the League as clubs, nor can they withdraw from it as clubs, but each member must be proposed and elected separately; yet since provision has been made in the constitution recognizing clubs to the extent of admitting their entire active membership at one half the fee for unattached riders, it would seem to be necessary that any club whose members are admitted under this rule should be required to make League membership a condition of club membership, and require each new member to deposit the League fee and assessment with his club fees. Some clubs do this, but we understand that others do not. We presume the League rule contemplated this, as otherwise the provision can hardly be called a wise one; for a club at the time of application often consists of only from four to six riders, and these are admitted at the same rates as the members of a club of fifty, and subsequent club members may not care to

pay the additional fifty cents to join the League,—a contingency which deprives the latter of the financial advantages contemplated in the provisional reduction.

We have been led to consider these subjects and call the attention of the League to the necessity of some more definite statement of the intent and meaning of its constitution and rules than at present appears, because several cases bearing on both have recently come to our notice, showing that a wide difference of opinion obtains respecting them.

WHEEL CLUB DOINGS

MASSACHUSETTS BI. CLUB. — *Editor Bicycling World:*—The lease of the old headquarters at 40 Providence street expiring 31 October, the Massachusetts Bicycle Club, with great promptness, secured rooms on 1 November, at 194 Columbus avenue (under Hotel Lafayette), hence not having been for a day without a club-room. These quarters consist of three commodious rooms, all on the ground floor, and are as follows: business room, reading or reception room, and wheel-room. The two former are tastily furnished in ash, and have every convenience which wheelmen can desire. The wheel-room, which is on a level with the ground, is simply perfect. Its ample proportions will accommodate a large number of wheels, it is absolutely dry, heated by steam, has running water and closet in it, and has been fitted up with supporting bars for wheels. The executive committee have been particularly in providing for this room many of the smaller articles, often lacking in bicycle club-rooms, which add so much to its practical convenience, such as large wrenches, screw-drivers of different sizes, etc., etc. The services of a good janitor have been secured, and especial attention paid to providing not merely a club house, but a *bicycle* club house, the committee recognizing the fact that the Massachusetts Bicycle Club is emphatically a *riding* club. The Crescent Bicycle Club having decided that they must have a club-room, arrangements have been perfected for their accommodation at the same headquarters, and at this moment the Massachusetts and Crescent door-plates are side by side; and the prospects are that the hardy road riders of the "Massachusetts" and the graceful and well-drilled "Crescents" will agree like "birds in their little nests."... By the way, referring to the jotting in last week's WORLD, intimating that the Hawthorne Club "led" the Massachusetts in some hill work against a gale of wind, it is true that the Hawthorne Club "led," for they were kindly acting as escort at the time. But the Massachusetts men—at least the front ranks—held on like grim death, and there were not twenty feet between the two clubs. But the hill was a "corker," and it is possible—

barely possible! — that some in the rear may have dismounted — perhaps to “oil up”! .. There are rumors of an all day run by the Massachusetts within a few days. Join us, Brother Gilman, and start from 194. MASSACHUSETTS.

BOSTON, 11 November, 1881.

WALTHAM BI. CLUB. — The Waltham Bicycle Club held its third annual dinner 13 November, and eighteen happy wheelmen sat down to mine host Nesmith's table, to arise again with the inner man replete with good things. This was the closing exercise of the season, the club having voted at the last meeting, 8 November, to adjourn till spring, when the club will reorganize, and an effort be made to reproduce the Waltham Bicycle Club of 1880, — which, it will be remembered, ranked among the first in the country, and as a racing club took first place among the New England clubs. The membership has fallen from fifty to thirty-one, a number of the members having fallen off for want of interest. Mr. Rivard, the merry bugler of the club, shows signs of becoming a “flyer,” and next year will probably do much toward replacing Messrs Sewall and Stall, the former of whom has resigned with the intention of going to Florida, and the latter now hailing from the Bostons, although still holding a membership in the Walthams. Mr. Colby, after a year's enforced absence from the road, will probably appear on the wheel “in the spring,” when also “Old Steady” and “Dizzy Blonde” will, it is rumored, again bestride the festive bike. We hope they will also consent to accept the executive cuffs, and allow their genius to expand in the direction of club drills, etc. The Waltham Bicycle Club now bids its friends farewell till Jack Frost has passed the judge's stand on the last lap, when they will again appear “on deck,” with the “dead men” all below.

P.

CHAMPION CITY BI. CLUB.—*Editor Bicycling World:*—Although your readers have not heard much from our section of late, I can assure you there is at present poor prospect of the so-called “wheel fever” dying out in our city. “We've got it too bad.” The boys all vow “it has come to stay.” By courtesy and kindness we have won the good-will of our people, and no ordinances have been enacted against us. We have the full liberty of the streets and even the sidewalks; yet this latter, if persisted in, will no doubt soon be declared a nuisance, as it certainly is, and it is sincerely hoped no member of our club will allow himself to be caught riding on the walks of any of our principal streets.... During the past few months the club has received several propositions to attend and give exhibitions at county fairs, some of which have been accepted; the trip to Greenfield, perhaps, being the most enjoyable one. The condition of the track was something like a freshly ploughed field, and of course racing must be dispensed

with. A sham race was gotten up and some fancy and trick riding indulged in, all of which was hugely enjoyed by the audience, many of whom had never before seen a bicycle. In the midst of the fancy riding, one of our members successfully performed the very difficult feat of dismounting directly over the handles in front of his machine, and while *en route* entangling the seat of his pants with the head-gear of his wheel. About this time a profuse display of handkerchiefs was observed among the ladies of the audience. Our hero has since donned the cognomen, “Fig-Leaf Will.” The Champion Citys now claim the largest active membership of any club in the State. Regular monthly meetings will be kept up during the winter, and to assist in making them interesting, entertainments of a social character are proposed.... At our last club meeting the matter of bicycle racing was brought up, and after considerable discussion it was pretty generally agreed that racing is not only detrimental to health, endangers machines, creates envy and ill-will among those who engage in it, but also tends to degrade bicycling in the estimation of the better class of the community, by placing it on a level with horse racing and other similar sports, in which money is freely used to win the result. With this view, the following resolution was adopted:—

Whereas, The Champion City Bicycle Club was organized for the purpose of obtaining increased facilities for, and enjoyments in, the pursuit of bicycling as a manly and healthful pastime, and for the purpose of demonstrating the bicycle to be a practical vehicle; and

Whereas, We believe the practice of racing has a tendency to defeat the objects for which we are organized: therefore be it

Resolved, That we, as a club and individually, refuse hereafter to enter any races, and that we use our influence to discourage bicycle racing in others.

SPRINGFIELD, OHIO, 14 November, 1881. B.

MANHATTAN BI. CLUB.—Monday, 7 November, the regular monthly meeting was held. The resignations of Wm. D. Hobart and Francis K. Grain were read and accepted. Mr. Grain desired to be placed upon the non-resident list. The new By-Laws and Rules were formally adopted. As provided in the new code of rules, the date of the annual election was changed to 1 November, and the following board of officers were elected: President, Randolph Hurry; captain, Fred. G. Bourne; secretary, F. A. Coleman; treasurer, Edward H. Jewett; first lieutenant, Fred. Jenkins; second lieutenant, Charles J. Howard; bugler, H. H. Meyer; club committee, president, captain, secretary, *ex-officio*, Charles W. Minor, H. H. Walker, Fred. Jenkins, Ed. H. Wales. Among the new provisions in the By-Laws is the establishing of an annual ten-mile race for the championship of the club, to be run probably in September.—*Wheel*.

RACES

BALTIMORE, 1 OCTOBER.—The Oriole bicycle races of the Baltimore Club, which were to have been run during the Baltimore Oriole celebration, and which

have been postponed from time to time, owing to the inclement weather, came off Saturday last. The course was around Druid Lake, in Druid Hill Park. The track was not in first-class order, being soft in places and much cut up. A bleak, cold northwest wind was blowing, which made it rather uncomfortable for spectators and racing men. The judges were Messrs. A. Frye and Ernest Price; timekeepers, J. Lord and J. D. Chesney; starter, Capt. Clymer Whyte. A start was effected at three o'clock, and the entries and events, with the result, were as follows: Half-mile dash, open to all members of the Baltimore Bicycle Club: prizes, two gold and one silver medal. The entries were Herman H. Duker, Frank S. Fisher and Samuel T. Clark. Fisher withdrew, and Duker won in 1.47½, Clark second. The second race was a mile dash, open to all amateurs; the prize a gold medal, for which George Cook and Warren Seeley of the Capital Bicycle Club, and Samuel T. Clark of the Baltimore were entered; but the first two not appearing, Clark went over the course alone. The third race was for members of the Baltimore Club who had never won a first prize, one-mile dash; prizes same as in half-mile dash. C. H. La Cote won first, Samuel T. Clark second; time not taken. The fourth race, open to all amateurs, was three miles, for a gold medal. George Cook, Warren Seeley, and J. McKee Borden of the Capital, and Clark of the Baltimore were entered; but only the latter appeared and went over the course, taking the medal. The fifth race was one and one half miles, open to the members of the Baltimore Club, for a silver cup, presented by the Merchants' and Manufacturers' Association, and valued at \$50, and a silver medal. Only Duker and Clark came to the scratch, and each contestant appeared determined to win the valuable cup. It was work from start to finish, and resulted in Clark winning in 5.27½. After the races the members rode out to Halsted's (League hotel), and had supper and a smoking concert. The day's entertainment was wound up by a moonlight run in the park.

NO NAME.

At the fall games of the Schuylkill navy, held at Stenton, 5 November, the three-mile bicycle race was won by Woodside of the Manhattan Bicycle Club in 10m. 54½s. Powell of the Germantown Bicycle Club was second, in 10m. 57½s. The others came in in the following order: Dyson, Smith, Miller,—all of the Frankford Bicycle Club.

(From Bicycling News.)

HOWELL v. COOPER, FOR THE ONE-MILE CHAMPIONSHIP.—This important event was decided Monday, 31 October, at the Belgrave Road Grounds, Leicester, and resulted in a victory for Howell, after one of the finest and most genuine races ever witnessed. The path was, perhaps, never in better condition, and

all that was wanted to make things pleasant for the onlookers was a glimmer of sunshine in place of the bitterly cold wind that was blowing across the track. Several well known cyclists were on the ground, including Messrs. Lacy Hillier, C. D. Vesey, and H. Osborne. Mr. G. W. Atkinson (*Sporting Life*) officiated as judge and timekeeper. A full description of the race follows:—The bell rang for the course to be cleared at a quarter-past four, and immediately afterwards the two rivals came upon the course, and each was lustily cheered. Cooper was attended to by Tommy Sheppard, of London, and Howell by Enoch Wedge, of Willenhall. The toss for choice of sides was won by Cooper, who selected the inside. Frank White, of Wolverhampton, was appointed pistol firer, and the start was made from stools, neither man being allowed a push off, in accordance with the Wolverhampton rules of racing. All being in readiness, the customary caution was given. Then, after a slight delay, the pistol was fired, just as Howell was moving from his block. The Wolverhampton man has never had the credit of being a quick beginner, but he was away like a quib. Cooper faltered, and pulled up slightly, and called out as he moved off that it was not a fair start; but, not being called back, he went after Howell, who had at least five yards to begin with, and before Cooper settled down into his running, the Wolverhampton man was quite fifteen yards ahead, and about a score separated the pair at two hundred yards; but, spurring, Cooper caught Howell before the quarter was finished, though not without an effort. Their positions varied but little afterwards. Cooper flung on to Howell's back wheel easily throughout the second lap, and in the third his front wheel and Howell's back wheel occasionally overlapped; but passing the post, a length separated the pair. Entering the last quarter Howell put all in; but no daylight appeared between the two bicycles, and two hundred yards from home they overlapped, and again at one hundred and fifty yards. The excitement was now intense, for it was anybody's race. Finally, fifty yards from home Cooper made his effort; but Howell, served by the inside position round the bend, just held the lead to the end, and won on the post by six inches, amidst a scene of wild excitement. Cooper lodged an objection against the winner on ground of a false start, but afterwards withdrew it. The lap times were:—

HOWELL.			
LAPS.	..	..	M. S.
1	..	..	0 45
2	..	..	1 27 1-5
3	..	..	2 10 1-5
4	..	..	2 55
COOPER.			
1	..	..	0 45 1-5
2	..	..	1 27 2-5
3	..	..	2 10 2-5

Racing Notes.

AMATEUR American Champion Smith,

of the Bristol (Eng.) Bicycle Club, wants to race Lewis T. Frye.

THE *Courier* (N. Y.) says Woodside has twenty-four medals, and will sail for Europe on 6 December.

R. HOWELL, the English young professional bicyclist, rides a 56-inch wheel, and Fred. Cooper bestrides a 54-inch.

A RACE between Elsa Von Blumen and a Chicago bicyclienne (that's our word—all rights reserved) is talked of for a winter attraction at the Chicago bicycle rink.

A HALF-MILE RACE at Salem, Ind., 3 November, was won by Jenkins of the Falls City (Louisville, Ky.) Club, with Glover of Bedford, Ind., second, and Henderson of Salem third.

THE New York election-day bicycle races were postponed to Thanksgiving day, as was also the projected run to King's Bridge. The *Wheel* says the "fizzle" was all owing to the drizzle.

T. W. SQUIRES, of Seneca Falls, N. Y., has issued a challenge, which has been accepted, for a twenty-seven hour ride. The contestants are to start at 8 P. M. Thanksgiving day, and ride until 11 P. M. the following day.

THE *Spirit of the Times* states that the report of Smith's time in the two-mile race at the Polo Grounds, 8 October, was wrong; and that instead of 6m. 8½s., it was really about 6m. 33s.,—which does not come down to Clark's by 9½s.

THE San Francisco Bicycle Club are arranging for a grand tournament at the Bay District track, Thanksgiving day, in which the Oakland Club will participate. There is to be a one-mile scratch race, and two well-known experts will give exhibitions of fancy and trick riding.

FRENCH NOTES.—Mr. Devillers, editor of *Le Sport Velocipedique*, thinks it is n't all fun to edit a bicycling paper. He says: "After long a bicycle ride, you get home at midnight, completely tired out; you retire promptly and are even more prompt to fall asleep; suddenly you are awakened from your slumbers by the violent ringing of your door bell. Thinking the house is on fire, you hastily throw open the door; a telegraph boy is there; believing then that some great evil has befallen you, you feverishly tear open the envelope and read: 'Lyons.—Magnificent races. Will send full particulars tomorrow. Z.'" Editors in this country sometimes receive telegrams of almost equal importance at just as convenient an hour, only an additional line is usually seen, reading: "Ten words. Collect twenty-five cents."... Two new bicycling papers have recently been started in Europe. One, a monthly, published in German, at Berlin, by T. H. S. Walker; the other, *La Velocipédie Belge*, published in French, every fortnight, by E. Van Berendouck. We wish these new ventures much success, and trust they will do much to extend and increase bicycling interest in the old world. S.

L. A. W.

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

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

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

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Buel G. Tallman, Batavia, N. Y.; V. C. Place, Sandy Lake, Pa.

ROCKINGHAM BI. CLUB.—Additional: Geo. O. Girard, Portsmouth, N. H.

ENTIRE MEMBERSHIP OF THE PEORIA BI. CLUB.—Steven H. Tripp, captain, 206 Main street; N. H. Tallman, sub-captain; Library Building; Fred Patee, bugler, 117 Adams street; H. G. Rouse, sec. and treas., 110 S. Washington street, already member L. A. W.; Geo. Willcox, 106 Flora avenue; Wm. Gulick, 702 Jackson street; Chas. Vail, 202 Montague street; John F. Coykendall, 408 Laveille street; Harry J. Ross, 312 Fayette street; J. H. Hoch, Pekin, Ill.

CONSULS APPOINTED.—OHIO. Columbus, 219, H. B. Hutchinson, 727 N. High street, Buckeye Bicycle Club.

DELAWARE, 220. Wm. Mitchell.

SPRINGFIELD, 221. F. M. Bookwalter.

PENNSYLVANIA.—Wilkesbarre, E. W. Sturdevant.

EXCURSIONS, RUNS, ETC.

A Run out of St. Louis.

THE tower clock was striking nine, when two wheelmen left the club headquarters at the Court-House Square, and proceeded westward at a ten-mile gait. The contrast between the two was marked, as one strode a fifty-four, and the other a forty-six. Two miles of hard work, over sticky mud and high crossings, and Lindell Hill was reached, where a halt was made to oil up. As we coasted down the grade, a man in a buggy casually remarked, "Good job if you get your neck broke"; but we loftily ignored him. Two miles of gravel and some new macadam was passed over without a stop, and the St. Charles road lay before us, white, hard, and hilly. Côté Brillante and Rinkleville were passed in short order, and a mile house went past every five minutes until a bed of new macadam was struck on a down grade, demolishing the forty-six to such an extent that he let his machine drop, breaking the pedal shaft near the inside cone. Words cannot express the feelings of those two 'cyclers, but being church members, nothing is said; and the country people for the next two miles are gratified at the sight of an individual with one leg over the handle bar, and the other frantically pushing the machine along. An original idea soon struck the unfortunate, however, and he screwed the cone up on the remainder of the shaft, slid it through the crank slot, and placed the washer and set-nut on the other side, and carried the pedal in his pocket. At 11.15 the Missouri River was reached, but no ferry could be found. Upon inquiring for the road to the ferry, an ancient dame informed us that it was "about a mile, but ye'll never get there wid them things." We differed from her, however, and reversing our wheels, walked for three quarters of an hour among the weeds and briars that skirted the sides of the "road," aforesaid road being apparently a bottomless pit of mud. A corn-colored darkey on a small mule was met; and after imparting the cheering intelligence that the road was a little better beyond, he asked, "What is them things for, boss?" Being, as I have before said, members of the church, we adhere strictly to the truth, and told him they were sewing machines. Deep silence reigned during the next half-mile, and was only broken by the fifty-four's proposition to divide the work more equally, and do the grunting while the other shoved both bikes. The offer being declined, the trundling business was resumed, and the ferry reached at 12.15, just as the ferry boat was being tied up on the other side. I leave the next two hours to the reader's imagination: think of looking at a first-class hotel, not four hundred yards away, and not being able to get there, at least until some time after the dinner hour! We managed to live, however, on ginger snaps and soda water; and at 2.30 the boat

came across and took us over. The captain, after studying his tariff, and not being able to classify us, passed us over free, and we succeeded in getting away with the remains of what was, two hours before, a good dinner. After dinner, the town was taken in on the bike, and at 4 P. M. we stepped on board the ferry boat; and the captain having arrived at the decision that a "pleasure carriage, with two wheels, drawn by one animal," about covered our case, we were charged ten cents. On the ferry boat a newspaper reporter interviewed us; and though we did not have the club liar along, in justice to the talents of my friend I must say that we did not suffer for want of him. The mud road was passed in thirty minutes; and though the last ten miles was made in the moonlight, the road being overshadowed by trees, the town was reached at 6.45 P. M. The whole distance was something over forty-eight miles, and the roads, with the exception of the mud-hole in the Missouri bottoms, were in fine condition, barring sundry loose rocks. The club will probably take a run this month down the Manchester to the county line and back, something over seventy miles. Those who weaken on the run down will be left and picked up on the return.

St. Louis, Mo., 7 October, 1881.

Chicago and Boston. (Discontinued.)

Monday, 17 October, 1881. — I remained in Wheeling from the first of the month up to the date of my writing, in order to see the West Virginia State Fair, and also as it rained hard nearly every day for eleven consecutive days. At 8.45 A. M., on this cloudy and sultry day, I left the Stamm Hotel in company with Capt. Hoge and two other members of the club, and wheeled to Ten-Mile House, where my friends left me and returned to Wheeling. So far, the road had been comparatively level for the whole ten miles, with the exception of the first hill leading out of Wheeling, which was a mile long and very steep. After cooling off for a few minutes, I resumed my labors and reached West Alexander, Pa., at 11.55 (sixteen miles), having stopped twenty minutes on the road. Here I took dinner, and had a chat with "mine host" about the country and the people. I was then in the famous "Gretna Green" of America, where old Squire Mayes has married 1,922 couples in the last fourteen years, — the last knot having been tied a day or two previous to my arrival. At one o'clock, I left this most sacred ground and wheeled and walked away to Claysville, six miles, arriving at 3.20; stopped on the road to sew on some buttons. Road from Ten-Mile House is nothing but hills, though at the same time the road itself is very good, — though once in a while you will find some very rough places. One mile out from West Alexander, I stopped to sketch an odd little toll house, one of the first erected on the National Road. Left Claysville at 3.45 P. M. for Washington, Pa., ten miles,

arriving at 6.35. Walked last three miles and many of the hills both up and down. Day was very close and warm, fully as much so as any day of the trip. Registered at Fulton House just half an hour ahead of a severe thunder storm that lasted all that night and into the following day. Washington, Pa., is not by any means a pleasant place for a wheelman to stop; and for a town boasting the seat of learning that it does, the growing generation can certainly take the palm on their ill-breeding and general depravity.

Tuesday, 18 October. — Rained all day, and bid fair to keep it up all the week, so I very wisely concluded to give up the mountain trip and return to Wheeling by rail that afternoon at 4.45.

Thursday, 20 October. — Took the train on Baltimore and Ohio road at 8.50 A. M. for Washington, D. C., arriving at 9.50 P. M., after one of the most exciting and enjoyable trips that I ever took on a railroad. By the way, the Baltimore and Ohio road charges nothing for carrying a bike from Wheeling and Washington, D. C.; and the baggage master, who was the best natured and courteous of his class, said "I could give him just what I wished," so I gave him fifty cents, and thanked him heartily. What "Telzah" says about screw-eyes and rope for securing your "wreck" to the car is very good, and I advise all to follow it. There was no place in the car except between the doors or the side, and therefore the scheme was of great service to me. I registered at the St. James on my arrival at Washington, and there ran across Mr. Carpenter, who left nothing undone in the way of entertainment.

Saturday, 22 October. — In the afternoon took a run all over the magnificent avenues around and about the Capital, with several of the members of the C. Bi. C.

Sunday, 23 October. — A run having been called for this day at 9 A. M., twenty-three of us were in line, and started for a jolly run out into the country, where we stopped at Capt. John's, ten miles out, and ordered dinner to be ready at 2.30 P. M.; and on we went to Great Falls, six miles beyond, where we stopped for some time and strolled through the woods to the falls on the Potomac. The run to the falls from Capt. John's is very picturesque. The first mile or so is very rough and difficult to ride, but after that the road is quite smooth; and running side of the canal, it certainly makes a beautiful run for the sportive bikler. At one o'clock we started back for our dinner, and found a steaming hot repast awaiting us, to which we did justice in the best manner possible. After dinner, we sauntered down to the big arch, which I think is the largest in America, having a single span of 220 feet. It carries the conduit of the Washington aqueduct. At four o'clock, we were again in the saddle and spinning back to the club house, where we dismounted in line after a most enjoyable run.

Tuesday, 8 November. — These inter-

vening days have been passed very pleasantly in and about the city, always on the wheel. Washington can certainly take the prize over all other cities of the Union for its magnificent streets and avenues, for there is hardly a block in the whole city that does not afford superb riding. My trip from Chicago virtually ended at Washington, Pa., making in all 570 miles, and a never-to-be-forgotten pleasure. The Capital Bicycle Club is certainly well named, for not only are they a jovial and hospitable set of fellows as a club, but their individual attention to visiting wheelmen is unsurpassed.

CROOKSHANKS.

CORRESPONDENCE

Scranton.

Editor Bicycling World:—I do not feel satisfied unless I send you my budget of bicycle notes at least once a month. I feel that interest in the WORLD, its contributors and readers, that I would not be deprived of the pleasure and satisfaction they afford, under any consideration. Some of my friends imagine I am 'most too much interested in the art. I admit I am an enthusiast; the more time I devote to riding and study upon the subject, the more fascinating it becomes, and the more fully I appreciate its wonderful benefits. Wherever I go, I find the same opinion prevails, and the wheel is coming more in favor all the while. Last week, having occasion to visit Binghamton, N. Y., and vicinity, I took my "Light Harvard Roadster" with me, and my experience was such that in the future my wheel shall be my companion; for I have surely become wedded to it, and although, like all bicyclers, I fully appreciate the young ladies and enjoy their society very much, yet they must now take up less of our attention, especially when everything is favorable for bicycling. The roads in and around Binghamton I found very good, and was surprised to find so few riders. However, I found those who had machines very agreeable, as usual, and my stay there was most pleasant. From Binghamton to Union the road was in excellent condition; the distance (ten miles) I made in fifty-five minutes, with a single dismount. This ride was very enjoyable, being a rare treat after last month's experience in Scranton and vicinity, where, on my last tour, inspecting the roads in company with the captain and guide of our club, we made, as our guide put it, four miles without a mount. I merely mention this as a matter of contrast with the run mentioned above, and do not wish the readers of the WORLD to think our roads are all like this, although they are by no means the best. After visiting Union and returning to Binghamton, my next trip was to Susquehanna, Pa., upon the invitation of Capt. T. A. Hayward, whom I met on my tour to Milford in September. My visit here was one I will always remember. Wheelmen who visit here will find in

Capt. Hay ard and President Miller most agreeable and gentlemanly 'cyclers; and in this connection I must mention the fancy and trick riding of Mr. Hayward, which should be seen to be appreciated. I am confident he is one of the finest riders in the country. Besides performing most of the tricks done at the Boston meet, he has many that are original with himself, and he is sure to create an interest at future meets. Upon my return to Binghamton I was accompanied by President Miller, in whose company the ride proved unusually pleasant. The recollection of this, my second bicycle tour, will ever be cherished, and has made me more than ever anxious for longer and more extended trips. F. C. H.

SCRANTON, PA., 3 November, 1881.

Cleveland.

Editor Bicycling World:—Alas! from the outlook at present it seems as if our riding season was about over; for as I write, a furious *snow storm* has taken hold of things, and there is an inch of snow on the ground. This, in the face of a club run to-day, with club races for next week Friday, is slightly discouraging, and some of the men talk of slaughtering Vennor for saying we were to have a mild November and as our club punster, Mr. D., would undoubtedly say "it's *snow* use to have a club run to-day.".... After looking over the back numbers of the WORLD preparatory to sending them to the binder, and seeing reports of races and times made at various distances, why would not the following table be correct?

Date.	Place.	Rider.	Distance.	Time.
8 Sept., 1880....	Louisville.....	W. B. Sale.....	1/4 mile.	37 3/4 s.
4 July, 1879....	Boston.....	I. C. Sharp, Jr....	1/2 "	1 m. 27 1/2 s.
17 Aug., 1880....	".....	W. W. Stall.....	1 "	2 m. 57 1/2 s.
8 Oct., 1881....	New York City....	Wm. Smith.....	2 miles.	6 m. 03 1/2 s.
7 Feb., 1880....	".....	W. S. Clark.....	3 "	9 m. 41 1/2 s.
".....	".....	".....	4 "	13 m. 20 s.
31 Jan., 1880....	".....	".....	5 "	16 m. 46 1/2 s.
8 June, 1880....	New Haven.....	C. P. Wurts, Jr....	10 "	35 m. 29 s.

....After seeing such a long list of members for the Suffolk Bicycle Club in your first number (15 November, 1879), their not joining the L. A. W., nor being in the League parade on 30 May, makes me wonder if they have disbanded.... Took a run to Elyria on 31 October, returning 1 November; and while there

met a young fellow with a 48-inch "Star," the only 'cyclist of any kind in the place, and on my return he rode as far as Ridgeville with me. ...The club have decided to have races on Friday, 11 November (weather permitting), for three events, probably—half-mile and quarter mile dashes, and a hundred-yard slow race; in consequence of which every member is practising assiduously, one man riding out last night by pale moonlight, and to-day in the snow storm, for exercise. The following conversation by telephone explains itself; Mr. D., club punster, on one end and "Relcycib" at the other: R.—"Hello, D." D.—"Hello." R.—"Going to be on hand for club races, are n't you?" D.—"Say, cheese it, or I'll climb on to your standing collar!" R. silently steals away....He came into the office the other day, and said:—

"There was a wheelman of New York
That thought he could ride to old Cork,
But—"

we corked him up, and revengefully sent him to D.... Mr. E. Q. Norton, Cleveland Bicycle Club, has started for Boston, and Mr. H. Glidden, our affable bugler, has gone off for a week's hunting in the wilds of Hancock County.... What has become of your talented correspondent "Knick O'Bocker?" we would like to hear more from him.

REL CYCIB.

CLEVELAND, 4 November, 1881.

Toronto.

"MUD, mud everywhere, and not a place to ride," is the cry of the poor unfortunates in this city who sit astride the wheel. Bicycling matters are slack; and well they may be, since we have had wet weather unceasingly for the last eight or nine weeks. The only thing we can do to keep up our muscle is to get up early in the morning and take a run on the (whisper it) sidewalks, and we can ride for miles without dismounting; but it does not do to come into too close proximity to the *guardians of the peace*, or down goes my gentleman's name, and he stands a chance of appearing before his Worshipful Majesty the police magistrate.... We have been trying to induce our genial president to learn to ride the bicycle, and having procured him a boneshaker, offered the services of the whole club to come and hold him up at his practice; but he preferred to "*go it alone*," and shutting himself up in his stable, worked away with a will for about half an hour with very little result; and when he found out afterwards that his wife had been watching him through a knot-hole, he gave it up in despair, and determined to wait for a "more convenient season." CHALLENGE.

TORONTO, 12 November, 1881.

Kankakee.

Editor Bicycling World:—"*Steno*," your accomplished correspondent at Chicago, must revise his data respecting large wheels in the West. A Kankakee county man, not Mr. Conklin of Chicago,

is entitled to the credit of being the first rider of a 60-inch in Illinois, if not west of the Alleghanies. Noel Cantway has ridden a 60-inch "Harvard" since the spring of 1880, and contested with it at our fair that fall, against a 48-inch "Columbia" and a wooden bicycle. All three riders were "plugs." Cantway does not use his wheel on the road, I am told, but as a side show to pedestrian matches in which he and his brother are professionally engaged. A. B. H.

KANKAKEE, ILL., 12 November, 1881.

The Bicycle and Pluck.

Editor Bicycling World:—Ralph Waldo Emerson, in his essay on courage, after stating how much more precocious certain animals are than man in developing courage, and illustrating how helpless man begins life and how slowly he comes to any power of self-protection,—"how every moment the babe is awake he studies the use of his eyes, ears, hands, and feet, learning how to meet and avoid his dangers; and how soon this education stops,"—a large majority of men, he says, "bred in families, and beginning early to be occupied with some routine of safe industry, never come to the rough experiences that make the Indian, the soldier, or the frontiersman self-subsistent and fearless. Hence the high price of courage indicates the general timidity." Now, I take the ground that the reason so few men mount a bicycle is because of this inherent timidity. But further on my author says, "Knowledge is the antidote of fear,—knowledge, use, and reason, with its higher aids. The child is as much in danger from a staircase, or a fire grate, or a bath-tub, or a cat, as the soldier from a cannon or an ambush. Each surmounts the fear as fast as he precisely understands the peril, and learns the means of resistance. Each is liable to panic, which is exactly the terror of ignorance surrendered to the imagination. Knowledge is the encourager, knowledge that takes fear out of the heart,—knowledge and use, which is knowledge in practice. They can conquer who believe they can. It is he who has done the deed once who does not shrink from attempting it again." I don't believe Mr. Emerson had ever learned to ride a bicycle when he wrote this essay, and yet I do believe every one who has learned to ride one will admit that Mr. Emerson has told the truth about the terrors attending the first lessons. All one needs, to learn, is pluck, courage; and what the man of little imagination who does not anticipate the dangers, but waits until they come, attempts to ride, he generally succeeds in a short time. I have in my mind such a one in our town,—a Mr. Burt Skinner, who on 7 September, 1881, bought a Columbia bicycle, and without any previous practice or instruction took it home that night, and without any fear mounted it and rode at once. I saw him the next day, and he

had ridden many miles, and a fortnight later met him out on the road, and led him down some rough hills. To my surprise he put his feet up over the handles, and rode down as fearlessly as an old rider. I asked him how he had learned so quickly. He said he did not know; he did not care whether he fell or not,—did not think of it. Tuesday evening, 6 October, he went out to ride with the intention to direct home Mr. Fred. G. Richards, of the firm of Wm. B. Richards & Son, livery-stable keepers, at No. 19 Main street, Haverhill, Mass., who had driven down to Malden to find a stolen horse and team, and started to return to Haverhill in company with Mr. James A. Cogswell, of 105 Fulton street, Boston, Mass., in a buggy. Mr. Richards playfully offered to wager \$10 with Mr. Skinner that he would drive to Haverhill before Skinner could ride there on his machine. Skinner, who works in the Boston Rubber Shoe factory, and had done an extra day's work, having made thirty-six pairs of shoes that day, accepted the wager. This was about eight o'clock in the evening of Tuesday, 6 October, 1881, a bright moonlight night; the moon full on the 8th. Skinner reached Haverhill a full half-hour before Richards and Cogswell, having to go three miles out of his way, on account of a bridge at Andover being out of repair. Richards paid the bet, lodged, breakfasted and paid Skinner's fare to Malden on the next morning's express. Skinner says he rode through three miles of deep sand, but he was determined not to be beaten, and the grit carried him through,—this within a month of mounting a bicycle. This example leads me to think that what men need to appreciate the inestimable value of a bicycle is simply the small amount of courage needed to brave the danger of falling from a height of three or four feet. I think my experience in riding has helped my courage; for instance: I have just returned from a visit to New York and Brooklyn, and while there received an invitation to cross the temporary bridge across the East River, above the permanent bridge. The foot-path is three feet wide, composed of slats fastened to two wire cables, with two half-inch cables supported at the sides to take hold of by the hands. The bridge is swung over the tops of both towers at a height of two hundred and seventy-eight feet above tide water, rising at one hundred and thirty-five feet to the top of one tower, and sagging to two hundred and fifteen feet in height above the middle of the river. I started once, and my companion retreated and backed out; but I tried again, and recollecting my experience on the bicycle, I went on and on, until having surmounted the first tower, all my fear had passed away, and all was delight afterward; and I have reckoned the passage across this bridge among the most delightful of all my experiences during my visit. A bright lad, son of the gentleman I was visiting, was quite in-

terested in my passage, and also in my bicycle (in fact, all bright little fellows are getting interested in bicycles). This young man said, "Uncle Charlie, would you dare ride on your bicycle across the foot-bridge?" I took to the water on this bold question, and said, I did not think I dared—alone. If the Middlesex Bicycle Club should visit New York (next season, and should ride across (which I doubt), I might go with them; and I venture to assert that if the club should do so on their elegant wheels, clad in their new uniforms, under the leadership of Capt. Russell, they would attract as much attention as they have done when spinning in the suburbs of Boston.

C. N. BARNARD,

Secretary Mid. Bicycle Club.

Another View.

Editor Bicycling World:—All the accounts of the trouble between the Attleboro' Farmers' and Mechanics' Association and the bicyclists, on Oct. 6, that I have seen in the Boston papers, and especially Mr. Stall's version as published in the WORLD, have so grossly misrepresented the situation and the position of the Association, and were so clearly written in the interests of bicyclists, that in the interest of justice merely, I ask space to present "another view." It is generally known that the origin of trouble was the regulation which charges the wheelmen thirty-five cents at the gate. I do not desire to consider here the special justice or injustice of that regulation. It is sufficient that it was a regulation, and that in printed form it had been sent to every club in New England. How many men are stupid as Mr. Stall claims, and considered the "N. B." on the circular as intended for the public, I do not know; but this I do know, that most if not all of the sixteen entries were made with a full knowledge that the thirty-five cents was one of the conditions, and further, that many of the entries were made in the judges' stand after the thirty-five cents had been paid. I also give the expression of more than one member of the Columbia Club, when I state that with them and "most of the boys" the charge was understood, and that there would have been no trouble but for Stall.

On reaching the grounds Mr. Stall at once assumed the rôle of leader to the wheelmen, and of dictator to the Association, and immediately set at work to create dissatisfaction among the former. He so far influenced them as to get all who had promised to ride under a given regulation to sign a paper that they would not ride unless that regulation was revoked; and this before any notice to the manager. Then in a most arrogant manner he demanded of Mr. Draper, who was managing the races for the Association, the return of the thirty-five cents, and followed with the threat that unless the demand was complied with, the races would be broken up. Mr. Stall was informed that the regulation

established would be adhered to. Mr. Draper's words were: "We wish you gentlemen who have entered here on this book to race; we shall be very glad to have you: but if under this regulation you choose to stay out, the races must go on without you." With this understanding, Mr. Stall went back to his men, and carried out his rule-or-ruin policy, though I have it from members of the club here that there was some rebellion against his arbitrary measure. I give in effect what a member of the Columbia Club told me. Mr. Stall, holding the signed paper before them, said, "You have all signed this paper not to race; now if you go on and race, you will not keep your word." Mr. Stall did not refer to the entry book and say, "You have all agreed to race; if you don't, you do not keep your promise." To this he added the argument that by racing under this regulation they might be considered professionals by the L. A. W., and made many stand in fear of losing their claim to being amateurs, though I do not think he believed it himself. This, then, was Mr. Stall's position in the matter. It was because *he said so*, and not because "the boys felt justified," because of poor arrangements and incompetent judges, that they refused to race. What was Mr. Draper's position, as representing the Association? There were just two ways open to him: to meet this demand of Stall's, in making which there was not the slightest tinge of justice, as it was met, and thereby sustain the regulations and maintain the dignity and character of the Association; or to concede it, thereby bend the knee, and allow a stranger to assume control of its affairs, thus establishing a reputation for weakness and indecision. I am content to leave with the understanding public the question, Who was to blame for breaking up the races and disappointing the public? As to Mr. Stall's claims to ill treatment, to a gentlemanly and quiet conduct on part of the bicyclists, to the general sympathy with the riders, of the spectators, there are differences of opinion. I will simply say that so far as I know, whatever of sympathy there was at the first with the wheelmen was changed to contempt, when the facts were fully known. There are many misrepresentations in Mr. Stall's statement, which I have not space to correct; but there is a strange and seemingly wilful one contained in the following: "Knowing that the competitors had refused to appear, and that he could not fill out his programme, Mr. Draper allowed the people to fill the grand stand (at fifteen cents each)," etc. Now, first, Mr. Draper did not know the competitors had refused to appear; he had only Mr. Stall's threat that there would be no races. No other rider had been before him or made any protest. It was not until the call for the half-mile race that Mr. Draper or any of the committee had the least suspicion that Mr. Stall's influence had extended beyond the strangers present, and included "our

boys." At that time the grand stand contained all it would. Mr. Stall forgets, or wilfully omits, to state that when Mr. Draper did find that he could not give any return for the "fifteen cents each," he ordered checks given to all on the grand stand which gave admission to the stand for the afternoon horse races. Could anything have been fairer? The riders were expelled from the track on the same principle that a horse and driver are expelled when, after making an entry, they fail to pay the entrance fee or come into the race. Mr. Stall makes it appear that great injustice was done to the Columbia Club; but that perhaps is a matter between the club and Association, and need not be referred to here.

There is just another point to which I would like to call attention. Mr. Stall appears to make much of the fact that the Columbia Club men were "left out in the cold, though they offered assistance in managing the races and providing judges." I have seen this alluded to several times. Mr. Stall further complains of the judges. In his article this appears; it did not enter his protest before the committee. No objection to the judges was ever made at the time. As to the first of these two grievances, let me state that in making the arrangements for the races and in preparing the programme, Capt. Bell of the Columbia Club was invited, and was in full and free consultation with the committee. Will Mr. Stall please show why courtesy even demanded that the club should have the management of the races, or any part in the management? They were to be of the races themselves; were to be managed instead of managing. The committee having this matter in charge, of which I was myself a member, felt fully competent to conduct a few races, governing which there are no established rules and regulations beyond a few general ones adopted by a few of the clubs. At all events, will Mr. Stall show to me or the public the "requirements of bicycle races, of which the judges provided" were so ignorant? And now to Mr. Stall's closing paragraph. I most sincerely hope the matter will be brought to the attention of the League; and when the "insults received" are "fully ventilated," I trust that some one besides W. W. Stall will be called upon to testify. I agree with him that "it is time the L. A. W. took hold of the matter of race meetings officially." But while the L. A. W. makes provision "to protect racing members against loss of time and money expended in attending such fizzes," etc., it should also make provision to protect associations against the imposition of racers who evidently care more to make themselves conspicuous and notorious than they do for equity, the League, or even brother wheelmen.

ELIOT HUNT.

ATTLEBORO, 26 October, 1881.

A MONTREAL correspondent writes: "At the exhibition recently held in Mon-

treau, the first prize for bicycles was taken by a magnificent full-nickelled 'D. H. F. Premier,' specially manufactured by Hillman, Herbert & Cooper, Coventry, England, and exhibited by their agent, A. T. Lane. The machine is fitted with their adjustable ball bearings to both wheels, patent double-action spring, patent adjustable step, patent ball pedals, Cooper's double burner, hub lamp on springs, and Hill & Tolman's automatic gong; and it is without doubt the handsomest bicycle ever imported into Canada. Mr. C. Delmege, a recent acquisition to our club, has since become the possessor of it. The second prize was taken by a Coventry machinist company, 'Club,' also a very highly finished machine."

MR. WILLIAM WINTER, of the New York *Tribune*, is an enthusiastic wheelman, having caught the fever from his son, Mr. Preston Winter. The latter laughingly complains that his father has "taken his machine away from him," and insists on riding all the time. Father and son intend making a tour of England on the wheel next season. Mr. Winter, Sr., will describe the trip in a series of letters to the *Tribune*, and also work it up for a magazine article — his son, who has artistic talent, making the sketches. The latter is now agent for Miss Genevieve Ward.

NOTES, QUERIES, ETC.

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

THE ARAB. — Can any American wheelman who has tried this machine give me his opinion of it? Its quality as a roadster, rigidity, ease of running, and durability, are special points of inquiry. Is there any cyclometer, either English or American, except the "Excelsior," that is so constructed as to make inaccuracy impossible? Have we any American roads as slippery as English *oölite*? IXION.

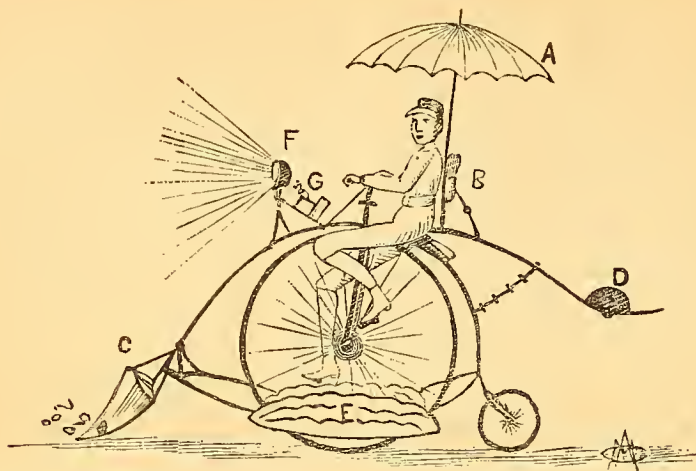
NEW YORK, 7 November, 1881.

E. J. T. will find "Telzah's" and "L. W. S.'s" explanations of the useful "stand-still" feat in the *BICYCLING WORLD*, of 18 March, 22 April, and 13 May; or if he prefers personal instruction to pen and ink descriptions, he can call "across the river" to our lieutenant and consul, Chas. A. Davis, who has lately removed to Auburn, where he is pursuing his studies with the principal of the Auburn High School. When he has captured the ordinary "stand-still," he can, if he hankers for the ornamental as well as the useful, advance to the following: While sitting at stand-still, swinging his bicycle "around the circle," by lifting the rear wheel from the ground; standing astride the handles with feet on the pedals or spokes; standing with both feet on rubber tire; sitting with feet in spokes with arms folded; and sitting "legs over handles," maintaining his balance by moving wheel forward or back with one hand placed on the tire behind him, — all of which and others are performed by members of our club, one of whom is a new rider but twelve years old. TELZAH.

PORTSMOUTH, N. H., 11 November, 1881.

Editor *Bicycling World*: — In regard to "Cyclometer's" call for experience as regards the best cyclometers in the market, I would like to say that the writer has used nearly every style introduced in this country. My experience with the original Pope instrument and Thompson's is, that they are not reliable, and in rough roads are worse than useless. The new magnetic cyclometer is an improvement, but very delicate, and not only rattles very badly, but is not always accurate. Lately I have used the "Excelsior," and in comparing logs with other riders, find that distances coincide in every case. I should like to ask "1,007" how he knew which of the two used were accurate. I used a magnetic cyclometer on a run, with four Excelsior cyclometers, which gave the distance twenty-one and three fourths miles, while mine registered twenty and one eighth. AN OLD TOURIST.

NEW YORK, 14 November, 1881.



(Engraved expressly for the Times from designs by our own artist.)

The Bygoshispeed.

ETYMOLOGY — *by gas* (Latin verb), passes everything else; *hispeed* — great velocity (from high and *speedo*, Latin verb — I move rapidly with my legs).

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THE improvements figured in the above cut are intended to promote the comfort and safety of riders; and if adopted by bicycling clubs, will be sold in township rights to the highest bidder.

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BOOKS AND PAGES.

OUR *LITTLE ONES* for November commences the second volume of this beautiful little monthly; and the publishers announce that that other favorite serial for very small children, known as *The Nursery*, is to be combined with it after the December number, making one magazine, but keeping both titles. The current number of *Our Little Ones* is as fresh and bright in text and illustration as any of its predecessors; the best picture, we think, being the frontispiece, "Little Miss Sonnet," although there are so many others charmingly drawn and as finely engraved that one will have to look them pretty thoroughly over before being able to pronounce a preference. The very "little ones" of to-day are fortunate in having so handsome a magazine for them exclusively, instead of being obliged to share with their bigger brothers and sisters, and then only enjoy it second hand. Russell Publishing Company, 149 Tremont street, Boston.

THE WYOMING LITERARY MONTHLY is a new serial published by C. Wells Moulton, in Buffalo, N. Y., to be devoted to the study of literature: original literature, current literature, and college life. Its appearance is clean and neat typographically, and a glance through its pages reveals a great variety of interesting matter for both reader and student; and we doubt not it will prove a valuable acquisition to current literature of the higher class. \$2.00 per annum.

AN ELASTIC LACQUER. — A patent has been taken out in Germany for a new description of elastic and flexible lacquer, which will not peel off, and which is suitable for the coating of carriage-cloths, plans, and other articles to be folded up, as well as for wood and iron work, walls, etc., but which may also be employed as an isolating layer for damp rooms, as a means against dry-rot, and in rendering stuffs waterproof. To produce the lacquer, fifty kilogrammes of linseed-oil varnish are heated up to boiling point. In another vessel about fifteen kilogrammes of lime are slacked in twenty kilogrammes of water. As soon as the lime boils, about fifty kilogrammes of hot melted raw caoutchouc are added to the lime-water, and the whole is then stirred until it has become thoroughly mixed. This composition is poured into the boiling varnish, the whole being stirred all the time. Further stirring takes place until a homogeneous mass is formed, which is afterwards strained or filtered, and left

to cool. After cooling, the lacquer has a pap-like consistency. To apply the lacquer, it is diluted with the desired quantity of varnish, and put on with brushes, either in a warm or cold state; but it is said to be better to apply it warm, as then no varnish is required for diluting it. In rendering linen waterproof, the lacquer may be put on by means of brushes or rollers. After treatment, the linen or other stuffs, paper, etc., are hung up to dry. Stuffs are perfectly dry and ready for use in two days. The product is stated to be lustrous, elastic, not sticky, and perfectly waterproof. — *English Mechanic*.

EDWARD AMES was, in the Middlesex Superior Court, last week, acquitted of the charge of assaulting Mr. Parker, near Spot Pond last summer, an account of which we published at the time.

MR. S. CONANT FOSTER, the well-known and energetic manager for Mr. W. M. Wright, resigns that position and goes into the manufacturing business.

THE Illustrated Bicycle Primer, which is advertised elsewhere in the *World* this week, promises to be a very humorous addition to bicycling literature, and the trifling cost should insure it a ready sale.

THE firm of Cunningham & Co., which, under the firm name of Cunningham, Heath & Co., were virtually the first parties in this country to establish the business of importing bicycles, have, as will be seen by their announcement on first page, emerged from a private corporation to a joint-stock company.

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 Tuesday morning, and longer articles by Monday morning.

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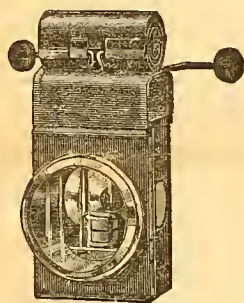
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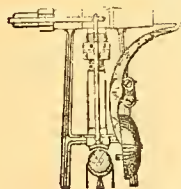
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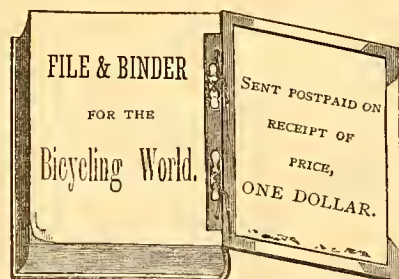
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