

Bicycling World

The Official Organ of the League of American Wheelmen.

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THE 1882 ENGLISH TOUR.

Gentlemen wishing to join in this tour should send in their names to the undersigned without delay. The party will sail on the 22d inst. On arrival in England, the train will be taken to Bradford, from which point the "wheel" part of the tour will commence. The run will be from Bradford to Coventry, via Harrogate, Leeds, Sheffield, Mansfield, Leicester, etc. Harrogate will be reached on the 3d of August, and the party will there participate in the Sixth Annual North of England Meet of

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The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20 August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

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

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FOR SALE.—Fifty-inch Standard ball-bearing Columbia, 1882 pattern, with Acme stand. But little used and in perfect order. Reason for selling, owner going West. Address HART, Box 508, Minneapolis, Minn.

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MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

THE New York *Sunday Courier* thus describes a new bicycle recently patented by Mr. Jean Richard, of New York: A 48-inch wheel, with $5\frac{1}{2}$ -inch cylinder, with one crank revolution is equal to thirty-two feet of space, and each additional increase of cylinder for larger wheels gives corresponding velocity. The first test took place last week, and although ridden by an amateur, the best record-d time was reduced thirty-two seconds. Upon either side of the machine are two pieces of steel two inches wide, and of different length according to size of wheel. To the upper ends of these is attached a quarter-inch cable cord, which works in a grooved wheel just under the handles. At the lower ends are similar cords, which pass around two drums, worked in opposite directions around the crank. In the downward motion equal power is applied on the opposite side, and the old crank system is abandoned, thus relieving the motion of all "dead centre." The drums acting in opposite directions enable the rider to rest at will without stopping the action of the wheel. The stirrups are attached to the steel plate referred to above, and can be adjusted to suit the convenience of rider. The second improvement is in the wheel, which is constructed in sections. Should any portion of the wheel become damaged, that section can be replaced; whereas, in the old wheel, damage to any portion of the wheel necessitates a new one at considerable expense. Whether the new improvement will do what is claimed for it (a mile inside of two minutes) remains to be demonstrated.

THE Bicycling World

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

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

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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, 7 JULY, 1882.

PRIZES.

WE called attention last week to the desirability of reducing the value of prizes in amateur races, believing that this alone will place amateur racing on its true footing, and tend to rid the path of what they call across the water "pot hunters." Many racing men no doubt consider the value of the prizes to be offered before entering their names as contestants, feeling that what is of the greatest intrinsic value is more desirable than that which simply attests their prowess and speed as riders. Valuable prizes are offered by the managements of races with the object of obtaining a large field of starters, and with good effect in this regard, but with a tendency to encourage a spirit of professionalism, and to compel a repetition in all cases if an interesting race is to be had. We de-

sire to see this stopped, as far as practicable, and trust the leading bicycle clubs will take a stand in the matter, and offer inexpensive trophies at their race meetings, instead of the valuable prizes now so common. If this is done, the true amateur alone will be found on the path, and a much better state of affairs exist, as those who follow the intent as well as the wording of the rules which distinguish between the amateur and professional are as willing to race for honor and glory as for silver cups and gold medals. That something should be awarded the winners as a memento we do not question. Human nature demands something to show for all labor; but in racing it should be a small incentive to competition. Arguments may be made as to the wording of the rules, but herein lies the essence of it: a spirit of gain and advantage should be suppressed, and a desire for honor alone encouraged. If the League will try the experiment at its annual races, we believe the number of starters will not decrease, while the expense will not be such a burden as hitherto, and the money spent in prizes could be used to greater advantage in other ways. Better tracks could be had, and the comfort of spectators and contestants increased.

The "Monopoly."

IT is but fair to the public and to the defendants in the case of the Pope Manufacturing Co. *vs.* McKee that we should give a fuller account than that published by us, on Mr. Pratt's statement, of the disposition made by Judge Wallace on 26 June of the motions in that case before him. We now learn that the motion to vacate the injunction was denied by Judge Wallace on purely technical grounds, without a consideration of the merits, which the judge deferred until the final hearing of the case in October next. His Honor, however, took occasion to say from the bench, in rendering his decision, that the testimony as to anticipation of Lallemond's patent as presented to him by Mr. Walter D. Edmonds, defendant's counsel, was sufficient both in point of law and fact to defeat the patent, but that he could not take it into consideration *on that motion*, but would do so on the final hearing. The decision of the motion for contempt proves nothing in favor of the Lallemond patent, except that for reasons of practice the court declines to pass on

its validity until October, and that in the mean time, and while its validity remains technically unimpeached, the public are not at liberty to make bicycles with cranks projecting in the same direction. We therefore very gladly retract anything which we said in our issue of 30 June to the effect that there had been any "failure in this case." The Lallemond patent will be subjected to its first, and, without doubt, its final ordeal, at the October term of court, when the court will for the first time be enabled to consider all the objections to its validity mentioned in our issue of 23 June.

We may add that since the writing of that article, new witnesses to prove the existence of Varrecke's velocipede in New York in 1863 have been discovered. Among these witnesses are two gentlemen, principals of the public grammar schools in that city, who rode the Varrecke machine in 1863 in Central Park, and who will testify that in every detail it was the counterpart of that described in Lallemond's patent, which bears date 1866, — three years afterwards. Far from being weakened by the decision of the motions, McKee & Harrington's case is to-day stronger on the merits than it has ever been before. The prospects are that the Pope Manufacturing Company has only three months more in which it will be able to enforce its monopoly.

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.]

AUBURN BI. CLUB. — A meeting of Auburn (N. Y.) bicyclers was called 30 June, at Swartout's clothing house, a club formed, and the following officers were duly elected: President, A. E. Swartout; captain, G. Howard Burt; secretary and treasury, Grayson G. Knapp; lieutenant, Edward Leonard; bugler, Chas. Throop. Executive committee: A. E. Swartout, G. G. Knapp, E. A. Warden, E. Follitt. Other members are Edward Woodruff, E. Follitt, John M. Laurie, E. A. Warden, E. Parker. A. E. S.

ARMENIA BI. CLUB. — On 17 June the wheelman of Canton, Pa., and vicinity organized a bicycle club, to embrace in its membership amateur bicyclers of Bradford County only, and chose the following officers: President and captain, Edgar S. Davenport; secretary and treasurer, Arthur W. Cook. Other members are Harry B. Davenport, Ernest Newman, Robert E. Vansyckle, and Fred. S. Black. Regular meetings held Thursday evenings.

THE Lowell Bicycle Club had a most enjoyable run last week Wednesday afternoon, on the roads about the Spindle City, and on their return were entertained with a collation on the lawn of Secretary Fielding, at which Rev. H. D. Wes-

ton, of St. Paul's Church, was presented. Twelve wheelmen participated in the run.

THE Boston Bicycle Club headquarters were lively with members and visitors Tuesday afternoon and evening.

THE NEWTON BICYCLE CLUB made a successful display in that city, 4 July, by a fancy dress and burlesque parade through the principal streets.

It is said by the Louisville *Argus* that the Lexington (Ky.) Bicycle Club has a charming and lively little lady secretary. Now here 's a hint for some of our Eastern clubs.

THE Champion City Bicycle Club of Springfield, Ill., has inaugurated a successful and novel affair, in the shape of a summer bicycle camp, comprising the wheelmen and their families, with eight young ladies as invited guests. It is located on pleasant grounds at Yellow Springs, Ohio, and the company numbers about fifty. They have many visitors, and on the 4th of July they entertained the Cincinnati and Xenia clubs as guests, a feature of the occasion being a full dress parade. They are all reporting a most jolly time.

RACES

Coming Events.

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. Entries and subscriptions close July 1, to B. Howard Haman, Baltimore, Md.

PRINCETON COLLEGE COMMENCEMENT GAMES, 17 JUNE. — The two-mile bicycle race was won by Chester, of class of '84, in 7m. 43½s.; Baker, '85, second, in 7m. 48s.; Kempshall, '85, third.

PITTSBURG, PA., 24 JUNE. — At the first annual race meeting of the Keystone Bicycle Club, held on the Exposition Course (half-mile) Saturday, 24 June, the following events took place: —

Half-mile Dash. — George Grundy (1); F. T. Hoover (2); J. C. McCullough (3); Paul Johnston; James Dennison. Time, 1m. 42s.

Half-mile Boys' Race. — Horace Miller (1); Robert Fleniken (2); Edwin Mullings (3); Willie Kirkpatrick; with the same order for second heat. Time, 2m. 12s. and 2m. 9½s.

One-mile Amateur Championship of Western Pennsylvania. — First trial heat: J. W. Pears (1); F. T. Hoover (2); J. C. McCullough, William Duncan. Time, 3m. 50s. Second trial heat: George Grundy (1); George W. H. Wood (2); Harry Neely. Time, 3m. 54s. Final heat: George Grundy (1); George W. H. Wood, J. W. Pears. F. T. Hoover dropped out. Time, 3m. 32s.

Half-mile Heats, Best Two in Three. — First heat: Grundy (1); McCullough (2); John Myers. Time, 1m. 46s. Second

heat: McCullough (1); Grundy (2); Myers. Time, 1m. 43s. Third heat: Grundy (1); McCullough (2); Myers. Time, 1m. 45s.

Half-mile Club Dash. — Geo. Grundy (1); F. T. Hoover (2); J. W. Pears (3); P. N. French, Paul Johnston, James Dennison.

One Hundred Yards Slow Race. — J. C. McCullough (1); F. T. Hoover (2); P. N. French, Paul Johnston, J. W. Pears. Time, 2m. 33s.

Five-mile Race. — Geo. W. H. Wood (1); William Duncan (2); Geo. Morse (3); J. W. Pears, Charles Holmes, P. N. French. Time, 21m. 14s.

For these seven races we had fourteen prizes. For the first two races there were three each; for the third and fifth, one each; for the remaining three, two each. In starting for the trial heat in the championship race, Duncan became excited and grabbed his brake lever instead of his handle; consequence, a header. He remounted, however, but was too far behind to get a place. In the final heat of the same race, Grundy and Wood took the lead and ran "neck and neck" till they came to the home stretch, when Grundy made a magnificent spurt and won by nine or ten yards. During this race the greatest excitement prevailed. Two years ago, on an English course, Wood gave Grundy 195 yards start in a two-mile race and beat him.

Championship race from standing start, others mounted start. Grundy and Wood rode 54-inch Rudge racers; Dennison, a 54-inch light Yale roadster; Hoover and Holmes, 52-inch light Yale roadsters; and the remainder Special Columbias: Pears, 54-inch; Johnston, 54-inch; Morse, 54-inch; Duncan, 52-inch; McCullough, 50-inch; Myers, 50-inch; and Neely, 48-inch. Judges and time-keeper, Jos. T. Speer, Wm. Woodnell, and A. B. Wigley. Referee, Thos. Owen.

In the five-mile race only three finished, and in the slow race all tumbled but McCullough; the others all remounted two or three times, but even then, only three finished. The track is considered a "fast" trotting track, but is too heavy for bicycling. George Grundy is entered in the races at Steubenville, 4 July, for the amateur championship of Eastern Ohio. He is also open to challenges for the amateur championship of Western Pennsylvania, which he now holds. He is a member of the Keystone Bicycle Club.

ORVON G. BROWN,
Sub-Captain K. B. C.

BALTIMORE, 24 JUNE. — A ten-mile professional handicap, under the auspices of the Maryland Bicycle Club, for a subscription purse of about \$40, was raced at Druid Hill Park, the track one and one half miles, on Saturday, 24 June. The contestants were J. S. Prince of Boston and F. S. Rollinson at scratch, and W. J. Morgan of Boston and James Mellen of Cambridge, Mass., at the half mile. Mellen, who showed himself a splendid rider, although this was only his

second race, soon left Morgan, and had covered two miles before the scratch men had gained an inch of his handicap. Then Prince began to draw away from Rollinson, and very gradually but surely to overtake Mellen. But the latter maintained his lead most pluckily, and had turned into the last lap before Prince caught him; and the two rode together, the champion at a waiting pace, until within a hundred yards of the finish, when he endeavored to shake his companion. But this was not so easy, for the latter also put on some handsome touches, and came in second by only ten yards, with Prince first in 35m. 15s., which beats all out-door records, amateur or professional. Rollinson was third by nearly a quarter-mile, and Morgan was distanced.

LOUISVILLE, KY., 27 JUNE. — At the bicycle races in connection with the Masonic celebration, Charles Jenkins and Newton Crawford of Louisville and Benj. Johnson of Bardstown competed in the first heat of the mile race for a gold medal, which Jenkins won easily in 3m. 8s.; Crawford second. Johnson withdrew from the second heat, which Jenkins won also by a spurt in the last lap, his time being 3m. 11½s.

A quarter-mile race was ridden in three heats, the contestants being Crawford, A. Cornwall, L. Welle, O. Moran, W. F. Gregory, and S. Holloway. In the first heat Crawford took a header, Moran and Welle collided and went to grass, and only the other three finished, and in the following order and time: Gregory, 49½s.; Holloway, Cornwall. These three with Crawford and Moran started in the second heat, which was won by Cornwall in 46½s.; Crawford, Gregory, Moran, and Holloway following in that order. Only Cornwall and Gregory rode the final heat, the former winning easily in 47s. Prize, a gold medal.

The last event was a five-mile dash for a gold medal, the starters being O. Anderson, Crawford, and Welle. Anderson led for two miles, then Welle took the front for a mile and a half, until finally Crawford spurted handsomely and to the purpose, coming in winner by twenty lengths, with Welle second by twenty-five lengths ahead of Anderson. Time, 18m. 59½s.

NORWALK, CONN., 28 AND 29 JUNE. — At the fair of the Fairfield County Agricultural Society, 28 June, J. S. Prince and Mlle. Louise Armaindo contested in the ten-mile professional bicycle race, for \$70 and a gold medal to first and \$35 to second, the lady being allowed one mile in ten. The race started well, and both rode in fine style, but the track was an ordinary trotting course, and fast riding would be phenomenal as well as dangerous; and in fact, on the sixth mile, Louise fell, and Prince, who had already taken up her handicap, rode easily to the finish, taking first

prize, and Mlle. Armaindo second. The track was half a mile.

On the 29th, Prince, Rollinson, and Mellen competed in a one-mile scratch race, best three in five, for purses of \$50 and \$25. First heat: Mellen took the lead, Rollinson next, and Prince close up, which position was maintained until the last lap, when Prince pushed to the front and won the heat by forty yards; Mellen second, and Rollinson third. Second heat: Mellen led slightly until ending the first lap, when he got a bad fall and withdrew, and Prince won easily, Rollinson second. Third heat—Prince led, Rollinson second, and Mellen, who was badly shaken up by his fall, last.

Mr. Wheeler, president of the society, wants to pit a fast trotting horse against Prince twenty miles even, for a purse of \$300 to \$500, and Prince has expressed his willingness to make the race.

LYNN, MASS., 4 JULY. — Bicycle races took place around the Common at 11.20, last Tuesday, under the management of the Star Bicycle Club, for medal prizes. W. O. Faulkner, F. W. Goodwin, W. C. Stewart, W. H. Pevear started in the first heat. Faulkner came in first in 2m. 4s.; Stewart, second, 2m. 50s.; Goodwin, third, 2m. 57s.; Pevear, fourth, 3m. 32s. Second heat—Faulkner, first, time 2m. 44s.; Stewart, second, in 3m.; Whitten, third, in 3m. 20s.; Pevear, fourth, in 3m. 44s.; Whitten was not at hand in time for the first heat. Goodwin made a fine spurt in this heat, almost leading Stewart, when his shoe slipped off and he withdrew. Third heat was between Whitten and Pevear for third and fourth prizes. Whitten went around in 3m. 16s. Pevear in 3m. 31s, and they were awarded the third and fourth prizes respectively. In the slow race there were four starters: Asa Barker, Jr., Edward Freeman, George G. Richardson, and W. O. Faulkner. Faulkner did the one hundred yards in 2m. 50s., the others all falling from their machines. Second heat—Faulkner, 3m. 21s., Asa Barker, Jr., 2m. 26s. The others fell. Faulkner was awarded the first and Barker the second prize. F. S. Winship, J. Horace Pope, and Frank J. Faulkner, judges, and Will Smith, starter.

BOSTON, 4 JULY. — Probably more than 20,000 people witnessed the bicycle races held under the auspices of the city of Boston, Independence Day, and great interest and enthusiasm was manifested, yet to onlooking or participating bicyclers they were hardly as satisfactory as if run upon a good track. The track was the same as last year, laid out on the lower parade ground of the Common, on the turf, the grass having been previously rolled. Of course it was full of uneven surfaces, with several hollows dangerous for fast riding; and as might have been expected, a number of bad falls occurred in consequence. The track is a quarter-mile one.

The first race called was the amateur

two-mile straightaway, and the following riders started: L. N. Martin, A. A. Selden, A. Hosmer, C. G. Howard, and Sedgwick Washington of Boston. H. E. Lombard of Cambridge, and S. T. Kaulback of Malden. The race was to have been called at twelve o'clock, but considerable delay ensued, and it was full quarter past one before the pistol shot started this first event. The competitors in this heat made some clumsy starts, and two were dismounted (Howard and Selden) early in the first lap; but the five others kept on with constantly widening gaps, and at the end of the first mile Hosmer was leading, with Lombard second, Washington third, and Kaulback fourth. During the next mile Washington fell back slightly, to fourth, with Hosmer well in the front, and Kaulback contesting for second place, which Lombard still held. Several times Kaulback strove to pass his immediate leader, but a fresh spurt from the latter would prevent it, until finally Lombard rode wide from the pole, and Kaulback, seeing his opportunity, dashed in between, and despite Lombard's efforts reached the coveted position, and the riders crossed the home line in the following order: Hosmer (1) in 8m. 32½s.; Kaulback (2) in 8m. 52s.; Lombard (3) in 9m. 13s.; Washington and Martin. Lombard claimed a foul, in that Kaulback passed between him and the pole; but Kaulback claimed that Lombard rode so wide that he had no choice. The judges decided, after due deliberation, that it would be necessary to run another heat for second place; but Lombard declining, Kaulback was given second position.

In the two-mile professional, three prizes, \$50, \$30, and \$20, to winners first and second, best two in three, the starters were Fred. S. Rollinson of New York, G. W. and Thomas Harrison, J. S. Prince, and C. J. Young of Boston. This race was the most interesting and exciting of the series, and the first prize was won in two heats by Prince quite easily, he taking positions according to his pleasure all through. Between Rollinson and the Harrisons, however, there were some pretty earnest struggles for second place in both heats, the first being won by Rollinson, and the second by Tom Harrison, much to the surprise of the latter's friends, as well as bicyclers generally. Times: First heat—Prince, 8m. 9½s.; Rollinson, 8m. 12¾s.; T. Harrison, 8m. 18½s. Second heat—Prince, 8m. 10½s.; T. Harrison, 8m. 11s.; Rollinson, 8m. 12s. A third heat between T. Harrison and Rollinson had to be run for second place, and considerable interest was felt in this; but the men rode leisurely about the course together for six laps, and on the seventh Rollinson, who was leading, began to speed up, and Harrison followed suit. When just about one third around the course the former took a graceful but violent header, and Harrison tripping on him, was thrown, machine and all, completely over to first position. Rollin-

son received a bad bruise, and his machine was rendered useless, and he gave up the race; but Harrison, with a bent handle bar, was able to remount, which he did, and finished the race, his time being 9m. 30½s.

The next was the one-mile amateur, best two in three; prizes gold and silver medals to first and second, respectively. W. R. Pitman of New York, Kaulback, Hosmer, Selden, and Harry Percival. Pitman won first two heats, Hosmer second. Time: First heat—Pitman, 4m. 3¾s.; Hosmer, 4m. 8¾s.; Kaulback, 4m. 20¾s. Second heat—Pitman, 4m. 5¾s.; Hosmer, 4m. 6¾s. No others rode in the second heat.

The tricycle mile race was won by Harry Percival in 6m. 13s., C. G. Howard about a second behind. Both rode Royal Salvos.

The mile and a half straightaway brought Pitman, Edward Burnham of Newton, Kaulback, and Hosmer to scratch, and all started well, the New York man scoring the first lap, with Burnham, Kaulback, and Hosmer following in that order. For the remainder of the race Burnham took the lead and held it easily, while Hosmer put Kaulback behind him, and so won third place. Burnham is a new man and was a surprise, and promises to add another "fast" man to the racing ranks. Time: Burnham, 6m. 7s.; Pitman, 6m. 12½s.; Hosmer, 6m. 33¾s.

The slow race was as usual a very slow affair, the only entries being C. G. Howard and W. C. Woodward, and the latter was dismounted at the first turn, leaving Howard to ride home at a more comfortable pace and take the medal.

Officers:—Judges, H. S. Kempton (chairman), C. P. Shillaber, F. B. Carpenter, J. T. Dyer, W. B. Everett; timers, G. B. Woodward, J. S. Dean, H. A. Baker; clerk, F. B. Carpenter; starter, C. P. Shillaber.

G. D. GIDEON of the Germantown Bicycle Club won the mile scratch and five-mile handicap races at Belmont Driving Park last Saturday, 1 July. Time—one mile, 3m. 11¾s.; five miles, 16m. 52½s. The latter time is the best outdoor record in this country, and the final mile was made in 3m. 8½s. There was considerable wind, but the track was a fairly good trotting course.

It appears to be pretty difficult this season to win a twenty-five-mile professional champion bicycle race in England, each of the last two attempts we have heard of to date having resulted in a dead heat in 1h. 26m. 15s. and 1h. 29m. 34s., respectively.

Mlle. ARMAINDO rode a thirty-six hour bicycle race with W. J. Morgan at Kernan's Garden, in Baltimore, covering 351 miles to Morgan's 330, for which she received a gold medal.

MR. F. S. ROLLINSON says the Baltimore professional races were a fizzle, both in a sporting and a financial aspect.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Canton Notes.

Editor Bicycling World:—Canton has only 1,200 inhabitants, and it has taken a year to talk bicycle into them. . . . We have a young Englishman here who has ridden a mile (across the water) in 2.55! He was a member of the Wanderers Club, England, and has some jolly anecdotes and stories to relate; he's going to ride a mile against time soon, and I'll let you know the result. . . . Two horses looked at my brother aboard my machine the other day and then ran away, smashing up a buggy they were attached to; the owners thought I ought to pay damages, but as the rider was not to blame, I differed with him, and have heard nothing since. . . . Broke my pedal shaft yesterday, and am therefore laid up for a few days; I find it an excellent chance to clean up thoroughly. . . . I should like to hear from "Relcycib" of Cleveland. I wonder if he remembers the fine morning we rolled out to the Euclid Avenue House and paralyzed that breakfast table? Speak up, old man, and let a fellow know how your wheel goes round out there since "Sam'l of Posen" was in town. CYCLUS.

CANTON, PA., 11 June, 1882.

Nashua Wheel Club.

Editor Bicycling World:—For some time past the lady friends of this club have had in consideration the matter of presenting a banner with its attendant events, and now all has been completed in about this way: A few evenings since, after one of the club drills, following the bugler's dismount, it was announced at the head of the line that an invitation had been extended to the club to call at the residence of J. F. Wallace, Esq.,—and the affair had been so quietly managed as to prove a surprise to nearly every member; yet all were pleased, and exchanged words plainly indicating their anticipations of something a little extra in the way of treatment and entertainment, as the sequel certainly proved. Arrived at the grounds, a ride was taken under a smiling moon through the circular drives and amidst the luxuriant and rare shrubs and plants. Wheels stacked, presentations made, and a pleasant hour passed in social intercourse, when Miss Lizzie A. Whitney, properly escorted, came among the merry chatters, and in behalf of herself and lady associates, in elegant terms and well-delivered phrases, presented to the club a beautiful silk banner, bearing the name "NASHUA" in gold letters upon a field of white and blue (the club colors). The members were delighted at the graceful manner in which this was performed, and regarded her initials as an honor to our national association, the L. A. W.,—may they

both live long and joyous lives. Our "modest" captain stepped forward and replied for the club, overcome, of course, by the brilliant surroundings in which he found himself. He mentioned the appropriateness of the banner as to its construction, colors, etc., and the inspiration it would give, when at the head of the line, to lofty aspirations and endeavors on the part of every club man, reminding him, as it would, of the fair donors and the pleasant events of the evening; winding up in his usual manner of congratulation to the club for the respect shown its members, and an appeal to hold the same place in the regard of their friends by sustaining the club upon its present high standard. Both speakers were heartily applauded.

The doors of the spacious dining-hall were then thrown open, and the party regaled and refreshed with ice cream, cake, and strawberries, each club man receiving his fair companion's attentions and an elegant bouquet, so thoughtfully constructed as to be attached very easily and readily to our badges, as we had not seen it done before.

Ample justice was done here, and then an adjournment made to the charmingly laid out grounds, where swings, hammocks, croquet, lawn chairs in shaded nooks (for Luna was in her glory), and enchanting strolls were indulged in, when, alas! in the midst of our fleeting joy we were reminded that the hour of parting had arrived, as the carriages called for the ladies; and it was certainly in a doleful and subdued manner that Bugler Hendrick called the assembly,—adieux were exchanged, and one of the happiest events of our history goes upon our records often to be remembered. The occasion was graced by the presence of lady friends from Boston and Lowell, who kindly aided their Nashua associates; and to the managers, Miss Mary F. Wallace and Miss Mary L. King, especial credit is due for the successful manner in which everything was conducted. During the early evening, while the club was on parade, Mr. J. J. Whittemore, our new and popular pharmacist, extended the freedom of his soda fount, and at the word it was attacked, but proved itself exhaustless and conqueror in the contest,—but we shall try it again. NASHOONON.

NASHUA, N. H., 28 June, 1882.

Cleveland.

Editor Bicycling World:—The races of the Cleveland Bicycle Club, which were postponed last year, are now announced for Tuesday, 11 July, when there will be four events, open only to club members, as follows: Half-mile hurdle race, one-mile and half-mile dashes, and hundred-yard slow race. A great deal of interest is taken in them, and members are assiduously practising for them. . . . We had a very pleasant visit from Vice-President Parsons, of Cambridgeport, on 9 June, the only drawback to which was the shortness of his

stay here, which was only about twelve hours. However, eight of the club got out with him for a little spin on that evening and had a very pleasant time. . . . F. P. Root, of the Clevelands, starts for the White Mountains on 5 July, and will have his wheel with him, and expects to do some riding while there. . . . Five riders went to Elyria (thirty miles) last Saturday, the 24th, and started back for here at 4 A. M., but after riding six miles went back and took a train home, but said they had ridden the full distance; they were, however, caught in their little story, and are in disgrace. . . . The Clevelands now have twenty-three members, an increase during the year of thirteen. . . . There will be a grand run from here to Geauga Lake on 4 July, starting at 6 A. M. . . . The Cleveland Bicycle Club received an invitation to take part in the procession here on 4 July, but owing to other engagements declined with thanks. . . . The local club will very soon issue a pamphlet containing the constitution, by-laws, road rules, whistle code, etc. There is talk of forming a bicycle club in Akron, Ohio, very soon, there being about ten riders there at present. Ditto Norwalk and Sandusky. . . . Five of the Clevelands to Rocky River for T. on the 29th. . . . Right here I wish to ask a question which I would like to see answered through your columns; namely, What is the tension on the spokes of an ordinary bicycle? I believe that the tension on the strings of a piano is about twenty-five tons. FLADEE.

CLEVELAND, OHIO, 30 June, 1882.

A "Model's" Reply.

Editor Bicycling World:—Our new treasurer evidently finds his position no sinecure, and receives small favors thankfully; still, as Mr. Byron, a late English poet, says, "Modesty's my fault and pride my foible," and you can therefore, perhaps, imagine my feelings on finding myself held up to the notice of the L. A. W. in the last number of the BICYCLING WORLD as the author of a "model report." Mr. Gilman does me proud by his—excuse my blushes—public acknowledgment of the receipt of our \$7.00; and if he will make his next run from Nashua to New York *via* Peekskill, I will promise to open a bottle of—well, I suppose ink would be the proper thing under the circumstances. He must let me say, though, while I pose as an example, that if all secretaries had but seven members, who always paid their dues promptly, to look after, his reports would probably all be as full as the one from our club. For of the Cortlandt Wheelmen's membership, I can only echo what the little maid in the poem says, "We are seven." Still, it is something that our numerous headers have not as yet lessened our number. We have at last adopted a club uniform, but before that was done each member had suited himself in a costume; which is not to be regretted, perhaps, as our lady friends say that we present a much better appearance

than if all were dressed alike, since now each one can choose the combination she likes the best. We have received our cards for the L. A. W. election, but are puzzled in regard to candidates, having been accustomed like other free-born American citizens to have our tickets filled up for us. But if I wish to be considered a "model" correspondent, I must not make my letters too lengthy; so, wishing the L. A. W. and its official organ long life and prosperity, and begging Mr. Gilman to accept the "continued assurances of my most distinguished regard," I am, D. C. HASBROUCK.

PRESKILL, N. Y., 1 July, 1882.

Signs.

"Then certain of the scribes . . . answered, saying, Master, we would see a sign from thee."

Editor Bicycling World:—I leave your readers to find out the chapter and verse of the text, which was called up by the recent note of the Scribe-in-Chief to we "little tin gods on wheels." But while I humbly yield to his experience in all things, I yet would suggest that a thing worth doing is worth doing well; and that while it is perfectly practicable for the L. A. W. and friends to set up sign-boards all over the rideable part of this land, telling officially how many miles it may be to the next, if only the dwellers in cities will help by pecuniary offerings the dwellers in tents who will after all have to do the work,—I stop here to take breath,—yet that idea falls short of perfection by some inches.

A sign-post is a good thing; so is a small boy—sometimes, on rare intervals of sobriety. But why let it stop at longitude? Why not let it be in reality a *guide-board*? What is to prevent noting the condition of the road? I can imagine a board that shall not be as a head-board to buried hopes and blasted pleasures; one that shall make the League a power in the land, and do more toward bringing the great unattached to a sense of its usefulness than a caravan of consuls. Thusly: in one corner the official guarantee,—the L. A. W. badge, branded in with a hot iron, that weather cannot efface. Then the name of the place, and the distance, for the benefit of the common people, and the future preservation of the board itself on the principle of self-interest. Underneath that, certain letters and figures, that shall be understood of all wheelmen, and published officially in the legal way, describing the road for the space of the above-mentioned distance, after, say, this style: Twinkledom, 10 miles.

18. 2, 3, p. 4h. 5f. 6H. 7, 8, c. 9g. 10m.

For a translation of which we would have: First mile, sandy; second and third, pebbles; fourth, slight hills that can be climbed; fifth, fair riding; sixth, hill requiring dismount; seventh and eighth, clay road, good therefore according to season; ninth, gravel; tenth, macadam, at which time you would be approaching Twinkledom.

Now, this means work, and we must count the cost before starting. But if we have boards at all, let us go to the bottom and get all the good from them that can be extracted with a paint brush or a stencil. It will have to be done by the local wheelmen, anyway, and they at least should know their own country well enough to be accurate. This done, we may yet have our perfect map; but given a knowledge of the soil, and the weather-wise wheelman should know its condition. All of which is respectfully submitted to whom it may concern.

J. PARK STREET.

A Run to Point of Pines.

THE Marblehead Bicycle Club—or rather the wicked members of that worthy organization—took a run to the Point of Pines on Sunday, 25 June. Probably bicyclers generally—and those who ventured out in the blazing sun certainly will—remember what an exceedingly warm day it was; but we pedalled laboriously along, panting and perspiring at every pore. We were obliged to take a roundabout way to get to the beach, there being no direct road; so, leaving Lynn, we struck out upon the turnpike, which affords anything but comfortable riding at best, the stones and sand being so plentiful, but with the added drawback of a strong head wind, progression was decidedly difficult. However, we toiled bravely on, our 56-inch man taking the lead, and the others wabbling breathlessly in the rear. After turning from the pike to the beach road, we enjoyed a delightful coast of half a mile, when more sand was encountered. Here we fell in with a squad of wheelmen from East Boston, besides Massachusetts and other club men. We made up a crowd and ploughed through the sand to the entrance of the noted P. of P., where the ubiquitous policeman demanded fifteen cents apiece before entering, and informed us that no one could go in free except people with carriages. (The insult to our favorite carriage, I'm glad to state, was promptly resented.)

Two of the boys then started for a run along the beach, closely followed by the courageous limb of the law, who was about to arrest them for evading toll, when the other bicyclists persuaded him to reconsider his foolish intention, reminding him of the utter absurdity of attempting to stop any one from going upon a beach below high-water mark, also adding (which probably had more effect than anything else) that the provoking bicyclers were members of the great L. A. W., and had the protection of all good wheelmen in the country; therefore any annoyance to them would be summarily dealt with by that mighty association. They were not molested. I hardly know why we had to pay for entering the grounds, unless for the privilege of wading ankle-deep in the gravelled walks and broiling in the sun. We found a clump of scared-looking trees near the water, and lounged in their grateful shade

awhile, getting somewhat "cooled off." It was impossible to keep cool, albeit we imbibed soda and spring water enough to float the proverbial ship. The cafe tempting us to enter, we revelled in Little Neck clams and bluefish until the strains from the band lured us to the piazza, where we listened to the "sacred" concert then being given. The band played charmingly Strauss's and Waldteufel's most pious waltzes, besides selections from "Nabucco," "Patience," and other religious operas, all of which deeply impressed the congregation.

After giving a hasty glance at the various devices for passing a day pleasantly at this resort,—including the bicycle track, which, however, is not yet completed,—we boarded the train, and on reaching Lynn, once more mounted our wheels and flew over the road in the direction of Marblehead. GEESEE.

President Bates at Chicago II.

Editor Bicycling World:—The Chicago water and water works being among the famed celebrities of the place, all the visiting bicyclers were desirous of tasting the water. President Fairfield despatched a committee from the Chicago Club to hunt up some Chicago citizen who had drank it often enough to know how much would be a safe dose to administer. After considerable search, a citizen was found who claimed to have risked it at least once every day. Under his guidance, we tested various samples. It is drawn from nickel-plated tubes, set running by pulling over the handle bar of a nickel-plated pump. The Milwaukee Club said it is n't near so good as theirs; but it was voted excellent by the Eastern men. Some of us thought the Chicago citizen had made a mistake, but he gravely assured us that this was the only water in general use for drinking purposes in Chicago. If we wanted to try the other kind, we would find specimens in laundries, bath-rooms, and horse stables.

During the grand procession, on our arrival at the park, we halted, and were provided with lemonade. This lemonade was a tremendous surprise to the New York, Cincinnati, St. Louis, and some other clubs. This lemonade was built with real lemons, fine sugar, clear ice, and pure water. The astonishment of clubs from cities where lemonade is never constructed of these materials, on account of traditions that they are unhealthy, was a touching spectacle. The New York Club took a written recipe, and announced their intention to introduce the novelty in their city, if not forbidden by the authorities. The Cincinnati Club shed tears in unison, on a signal from their bugler, in sorrow for having missed such a luxury all their lives. The St. Louis Club, with a heroic effort, regained their normal unfaith in anything made in Chicago, and passed a resolution unanimously, declaring that

Whereas, The mysterious and delicious concoction we have this day imbibed is

presented by the Chicago Club under the familiar name of lemonade ; and

Whereas, Nothing by the name of lemonade ever concocted in St. Louis or its vicinity resembles this magical and delightful beverage in color, taste, flavor, coolness, or smell : therefore

Resolved, That we do not believe that it is lemonade, or that it was made in Chicago, but we hereby record our opinion that it is probably some nectarious compound imported into Chicago from some foreign country for this particular occasion; and the same with intent to deceive the wheelmen of the country into a false belief that Chicago is really capable of producing something good.

Tuesday afternoon I visited the marine bicycles, with the captain of my club; a rain shower and squall were just beginning. The marine bicycles were outside of the breakwater, where Lake Michigan was rolling turbulent waves against the sea-wall. I was invited to ride one of the marine bicycles; but as I had tried them before, I declined in favor of my captain, who was just dying to try them. He got aboard just as it began to rain and blow harder, and I sought a shelter and watched him. The waves were really about three and a half feet high; but when the captain got clear of the breakwater, and out on the lake, where the surges swept clear over his narrow shells, fore and aft, the situation looked to him very utterly too too. He has privately assured me that he could distinctly feel the boats touch bottom (the lake is only fifty feet deep there) when he sank into the trough of the sea; and that when he mounted the top of a rolling swell, he could look right down on the streets of Chicago as from the top of a mountain, and see the big holes in the pavements. But he was delighted with the machine. Notwithstanding the rolling sea, he did not so much as wet his feet; and the machine was easily manageable, and perfectly safe in any and every position. This invention is destined, I think, to have a very large sale on our lakes. It is just the thing for fishing and duck-hunting, and will be used by hundreds for business as well as pleasure. But I strongly advise the manufacturers to construct their shells of some better and more durable material than white pine. If they can make a contract with the Racine Canoe Company, or can get the use of their Racine patents, and make the shells of durable three-ply veneer sheets of the very best wood, copper fastened, extra light and extra strong, the great lakes will furnish the best market of any region on this continent, as soon as their boats are fairly introduced and generally known. To accomplish this now, active agents should exhibit the boats at our principal ports. Michigan has the greatest extent of sea-coast of any State in the Union; and the Canadas, New York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, and Minnesota all have sea-coasts on the lakes, with bays, inlets, harbors, rivers, and streams, the very paradise of

hunters, fishers, and boating men. Then Illinois, Wisconsin, Minnesota, and Michigan are fairly dotted over with small lakes, and veined with large and small rivers. Almost every town on the lakes has its ducking and fishing clubs, with boat-houses, grounds, and summer hotels for sportsmen.

With deep regret I was compelled to forego attending the banquet, my business absolutely requiring me to return home in season to reach Detroit Wednesday morning, thus losing one of the most enjoyable features of the meet. I can only hope that some of my brother wheelmen whom I should have been delighted to meet in that social gathering remembered kindly an absent brother, whose warmest good wishes remained with them. I hope to meet all of them next year under happier auspices for myself. Meanwhile I can only say, through the *WORLD*, God bless every brother of the League, and may all their runs be pleasantness, and all their meets be peace! B.

Some Practical Hints to our Wheel Importers.

THE bicycle and tricycle trade in this country occupies a peculiar position. It is an infant industry, dating back at the furthest only about four and a half years. The peculiarity of its position lies, however, not in this fact, but in the relation which the foreign manufacture and trade bear to it. At a rough estimate, there are four hundred varieties of bicycles made in Europe, and two hundred of tricycles. The industry was fairly established twelve years ago; during the last third of this period it has assumed vast proportions, and may now be ranked as one of the foremost machine industries of Great Britain. Every convenience for wheelmen's comfort, every improvement in pattern and detail of machine, are continually appearing upon the European market. Now, for causes well known to the majority of American wheelmen, and which it is not the writer's intention to discuss, these improvements in machines and accessories do not appear in our list of home manufactures. Upon the importers, then, falls the duty of supplying the large and increasing demand of our expert riders for this class of goods. How do they do this? Let the reader suppose an instance: A., who has, through a sad experience with home-made machines, or an intelligent study of "Sturmeys Indispensable," decided to procure a first-class mount with such "fixin's" as his taste desires, looks about him to find a party who makes it a business to import what he wants, or else, having already imported them, is willing to supply him. His address, accompanied by a three-cent stamp, brings in return a large illustrated price-list, offering for sale every conceivable article for wheelmen's use, from a sociable tricycle to a Thackray washer. Overjoyed at such a mine of riches, A. innocently makes out a list of what he wants, sends

the order to the importer, receives a brief acknowledgment to the effect that his order has been "booked," and waits. After waiting a reasonable time, he writes a mild letter of inquiry, and is then informed that unfortunately they are out of what he ordered, but expect an invoice by next steamer. An entire fleet arrives (in rotation): he writes again. The machine is just ready to be shipped to him. Finally it arrives, is eagerly uncased, and A. finds to his vexation that it is not at all what he ordered. Maybe it is a last year's pattern, or the finish is different from that which he desired, or the fitting together is carelessly done. Then he unwraps his sundries: one half of them are of an entirely different pattern from the list, the rest are missing. It is small satisfaction to our disgusted 'cyclist to find that one thing is right, — the bill. This is no fancy sketch: hundreds of American wheelmen can corroborate it, and they should make a stand against the petty impositions and annoyances to which they are subjected. A catalogue that advertises an article that cannot or will not be furnished is a lie, and its publishers should be rated accordingly. The worn excuse of lack of promptness and accuracy on the part of the foreign makers will no longer hold good. English manufacturers are anxious to cater to the American trade, and will make every effort to supply it. Neither would they allow their machines to depreciate in quality (as they have done in numerous instances) if our importers refused to accept goods that were not up to sample. There is manifest room for improvement in the methods of wheel importation. Let those engaged in it bear in mind the inevitable result of a continuance of the present state of affairs. IXION.

THERE is complaint that the new Singer & Co. pedal is defective, in that the rubber cushions push through under heavy pressure on rough roads or hill-climbing.

THE rubbers on pedals, and especially the "Hancock" non-slipping rubbers, show an annoying tendency to turn on the pins. Why not have the pins made three-cornered? Simply cementing is not reliable, and the extra expense of triangular or square cores would be trifling.

THE New York *Sunday Courier* notes: The Kings County wheelmen are enjoying unusual prosperity, when a club can turn out thirty members on a run.... Frank Howard is summering at Ithaca, and writes to his club that he will shortly ride against Cornell's fast time. ... Remember that your wheel will rust in salt air, and whenever salt water touches it — even nickel won't save it — paint all over is the only remedy.... Rev. Dr. Brown, Dr. Beckwith, Thos. Smith, and Elliott Mason, of the Citizens' Club, spent Thursday at Orange, on their wheels. The party rode about fifty miles through the Oranges, Montclair, etc., and report a delightful trip.

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 HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

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

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

HUDSON BI. CLUB (New).—Arthur Gifford, H. R. Bryan, Chas. McArthur, Chas. Gifford, Herbert Dubois, Frank S. Stott, — all of Hudson, N. Y.

ADDITIONAL.—Candidate from the Hudson Bicycle Club to the L. A. W.: Joshua Reynolds, Hudson, N. Y.

CONNECTICUT BI. CLUB.—Additional: William H. Champlin, 219 Park street; Louis D. Hitchcock, 1183 Broad street; Charles G. Huntington, 149 Albany avenue; Edward L. Purdy, Trinity College, all of Hartford, Conn.

CINCINNATI BI. CLUB.—Additional: Fred Kinsey, 38 and 40 Vine street; Richard Zahn, S. W. corner 3d and Vine streets; Geo. F. Dieterle, 49 Sycamore street; Warner E. Galway, 125 W. 7th street; Hiram DeCamp, 25 Wesley avenue; Geo. Keck, Grandin Road, E. Walnut Hills; Wm. A. Hall, 347 Longworth street; John W. Innes, 101 Walnut street; M. M. Shoemaker, No. 381 W. 4th street, — all of Cincinnati, Ohio.

CLEVELAND BI. CLUB.—Additional: J. D. Climo, 28 Canal street; H. W. Avery, 693 Euclid avenue; C. W. Norman, 57 River street; H. W. Forward, 323 Euclid avenue; Geo. Collister, 147 Ontario street; G. H. Potter, 319 Euclid avenue; Herbert Biddle, 2488 Broadway; J. D. Perch, 323 Euclid avenue; Robert Price, Fifth avenue; Herbert Solloway, Euclid, near Madison street; A. E. Spracklin, 422 St. Clair street; Allan Hathaway, Sawyer street; F. P. Brown, 9 City Hall Building, — all of Cleveland, Ohio.

NEW HAVEN BI. CLUB.—Additional: Robert Christie, F. A. Park, M. R. Durham, H. C. Talbot, Chester Thorne, D. J. Canary, A. G. Hohenstein, N. P. Tyler, — all of New Haven, Conn.

SCRANTON BI. CLUB.—Additional: James A. Fuller, J. A. Spencer, and Geo. L. Mayer, — all of Scranton, Pa.

ZANESVILLE BI. CLUB (New).—W. H. Beaumont, Wallace F. Baush, Andy H. Herdman, K. M. Baush, Norwood Chandler, Chas. Stolzenbaugh, Geo. Brown, William Bell, Capt. Grant, Willis H. Graham, H. A. Sharp, — all of Zanesville, Ohio.

MILWAUKEE BI. CLUB.—Additional: Frank O. Magie, care of J. Magie; F. C. Bohri, care of Fifth Ward Bank; B. F. Adler, care of David Adler & Sons; Thos. Camp, care of First National Bank; Edwin Oliver, care of J. B. Oliver & Co.; Jas. P. Brown, 112 Mason street, — all of Milwaukee, Wis. August Rintelman, 819 Galena street, joined L. A. W. in May as unattached rider.

MARIETTA BI. CLUB (New).—Dr. H. M. Alexander, John P. Carroll, Victor M. Haldeman, Chas. S. Spangler, Clayton E. Musser, Samuel B. Gramm, John P. Libhart, Byron Lindemuth, Benton G. Hipple, — all of Marietta, Pa.

MANCHESTER BI. CLUB.—Additional: Clarence H. Wilkins, 859 Elm street; Park H. Kelley, 879 Elm street; Judson E. Lane, 66 Hanover street; Perry H. Dow, Water street; Thomas R. Varick, 537 Union street; Moses Sheriff, 24 M. P. W. Block; Will Berry, 559 Maple street; Frank Moulton, 211 Bridge street, — all of Manchester, N. H. Will H. Chase, North Weare, N. H.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H.—Additional: Arthur G. Brewster, Goodwin E. Philbrick, Edward W. Hilton, — all of Portsmouth, N. H.; Archie L. Jenness, Rye, N. H.

BOSTON BI. CLUB.—Additional: M. J. Gilman, So. Boston; H. D. Hutchinson, 60 Chatham street, Boston; E. M. Nelson, Lowell, Mass.

UNATTACHED.—A. W. Hooper, P. O. Drawer 81, New Haven, Conn.; Geo. W. Alexander, Port Huron, Mich.; Frank H. Hardwick, Braintree, Mass.; Fred A. Fielding, 128 Central street, Lowell, Mass.; Edward Mitchell, 133 Wooster street, New Haven, Conn.; M. D. Currier, Lawrence, Mass.; J. T. Schermerhorn, Box 1067, Schenectady, N. Y.; John Barclay, 269 Vine street, Cincinnati, Ohio; John Steward, Frankford avenue, Philadelphia, Pa.

Notice to League Members.

It was decided at the League Meeting in Chicago on 30 May that the election of State officers for the present year was to be held in June, under the rule of the new constitution as adopted at that meeting.

There being a few days' delay in issuing voting slips, the polls did not open until 15 June, and will close thirty days from

that date, viz., 15 July. No ballots received after this date can be counted.

No one is entitled to vote who was not a League member on 15 June. Ballots and instructions were sent to every wheelman whose name was on the membership list of the League on the 15th inst.; and if any member has failed to receive his ballot, he should notify the undersigned at once, and a duplicate slip will be forwarded.

After the committee on rights and privileges have sorted and counted the votes, their report will be made to the president, who will officially declare the result of the election.

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

NEW YORK, 30 June, 1882.

CURRENTE CALAMO

SEND in your accounts of Fourth of July races.

HALF A DOZEN Chelsea wheelmen assisted in the Lynn parade last Tuesday.

WILL R. PITMAN managed to bear off one first and one second medal in the Boston City events Tuesday.

SIX bicyclers in fancy costume led the East Boston "Antique and Horrible" procession, Independence Day.

C. R. PERCIVAL says he is sending many D. H. F. Premiers West and South, and especially to Pennsylvania.

CHARLES JENKINS of Louisville begins to boom as a Western fast man, and N. G. Crawford, for a new man, showed up well also.

SEVERAL members of the Missouri Bicycle Club were to compete for prizes offered by the fair association at St. Louis, Independence Day.

MR. J. S. PRINCE has sent us a fine photograph of himself and machine taken while in Baltimore. F. S. Rollinson also sent us his photo.

PARTIES in Louisville, Ky., are endeavoring to arrange an international bicycle tournament to take place in that city some time during the present month.

BEFORE the Chicago orders for ladies' tricycles can be filled, it has been found that it will be necessary to get out new pedals of an enlarged and much broader pattern.

F. S. ROLLINSON was pretty severely bruised by his fall last Tuesday, and will not ride any more for the present; nor is he open to race challenges for fulfillment in the near future.

CHARLES L. CLARK, of the Boston and Newton Bicycle Clubs, has just purchased of the Cunningham Company a Rudge machine, and Granger Farrington has taken unto himself a Humber.

"PREMIER BIROTUS" of the Cincinnati has sent us a copy of the Cincinnati *Commercial*, containing a lively and well-

written account of a twenty-five-mile moonlight run made with a comrade last September.

If the *Louisville Commercial* don't print its "Bicycle Notes" in its Sunday edition, or else send us a copy of the daily which contains them, an estrangement and possibly ill-feeling is likely to be engendered between us.

A CORRESPONDENT of the *Cyclist* suggests that it would add to the value of notices of hill-climbing feats if the writers would state the throw of crank of machine ridden, size of wheel, and if a tricycle, to what extent it is geared up or down.

THE extreme ignorance of some of our general sporting contemporaries of things bicyclic is perfectly alarming, not to say disgusting; and the innocent way in which some of them print everything they are told is not productive of much good, nor does it improve the standing of such papers.

GILMAN N. PERKINS and W. D. Paul of the Rochester (N. Y.) Bicycle Club, were in Boston last week, stopping at the Parker House. Mr. Perkins was here for examination for entrance to Harvard, and during their stay the young men improved their opportunities for enjoyment of the splendid bicycling roads of Eastern Massachusetts.

THE Washington *Oarsman* says that for a bicyclist riding his machine across the Aqueduct Bridge, the toll is five cents, as for a horse and rider; if he walks and pushes it over, the charge is twelve cents; but if he walks and carries the wheel on his back, it will only cost him two cents. Ah! wheelmen there ought to join the L. A. W., so as to obtain uniform and more accommodating rates.

PRESIDENT GARVEY of the Missouri Bicycle Club has scored another prize. It weighed ten pounds, and its front wheels are "Lytton Forbes." It has but one spoke, and that's a screecher. It will be a quadricycle for the present. The backbone is invisible, but will no doubt be speedily apparent when it don't find a smooth road. The club has admitted it as an honorary but very active member.

VICE-PRESIDENT PARSONS wishes us to call the attention of L. A. W. members to the fact that the polls for the mail vote for State officers close on the 15th inst., instead of the 10th, as announced in his letter last week, the time having been extended. *No votes received after midnight of 15 July, by either Mr. Putnam or himself, will be counted.* It is greatly to be hoped that every League member will vote, if possible. If any member should not have voting blanks, it will be perfectly legitimate to prepare his ballot on ordinary writing paper.

OUR readers are reminded that the "League Hand-Book" now being fur-

nished through this office and by Secretary Putnam does not contain the revised constitution and rules as adopted at Chicago, and is valuable only as containing a list of directors, consuls, and members up to June 1, 1881. As such, it is being sold at half-price, — fifteen cents. The revised edition will probably be issued in the fall. Meantime, those desiring a copy of the new rules will find them complete in the special number of the *BICYCLING WORLD* for 16 June, as announced in our L. A. W. department.

IN the bicycle race in Brockton, Mass., 4 July, best two in three, mile heats, prize, silver ice pitcher, only two starters appeared, — W. H. Johnson of Brockton and W. E. Trufant of Arlington. The first heat was won by Trufant. Time, 3.21. The rain caused the postponement of other heats.

ONE of the things to be remarked on the streets of London is the numerous bicycles. They are quite the fashion, not to say the rage, just now. One meets them everywhere. Many of them are elegant and costly. Their right to the street is recognized, as well and as much as that of any other vehicle. In the evening they carry a blue light. The manner of riding them has evidently been made a study, for the riders sit gracefully, and seem to drive them with great ease. There was an exhibition of bicycles and bicycle riding this week at Hampton Court, and a procession was formed numbering 2,350 bicycles with their riders. The procession was five miles long, two abreast. You can perhaps imagine the fine sight presented by such a procession, all the men experienced riders, all the bicycles of the most elegant kind, and all the riders in uniform. Then there was a great race, over a course of one hundred miles, the course being from London to Bath. Twenty-four men entered the race, and of these fourteen made the distance of one hundred miles in nine hours, and two made the distance in seven and one half hours. It has become with the young men a favorite mode of travel, and tours are being made by them to every part of England every week. What the donkey is to Egypt the bicycle is becoming to England. — *Correspondence Philadelphia Paper.*

THE difficulty of propelling tricycles up-hill, which formerly militated against their general adoption, is now fairly overcome. It was long ago seen that it would be most desirable for hill-climbing purposes to be able to substitute power for speed when ascending inclines, and several clumsy attempts to accomplish this were made; but the heavy, cumbersome differential gear applied was too complicated and too easily disarranged to meet with much favor among wheelmen, and moreover the great cost of the machines prevented their general adoption. Now, however, there are two or three ingenious arrangements by which a turn of the wrist will change speed for power, and

vice versa. All the best tricycles are now fitted with the latest bicycle improvements, such as ball bearings to all wheels, etc.; and when I mention that I have seen a tricycle driven at the rate of fifteen miles per hour, it will be seen that the modern tricycle is no mean competitor of the bicycle, while its greater safety and baggage-carrying capabilities mark it out as the favorite travelling vehicle. Last year the Prince of Wales made tricycling very popular by purchasing a Salvo for his own use; and the Duke of Teck and other members of the royal family having copied his example, a regular rage for three-wheelers has set in. There are about sixty distinct makes now to be had, and the number is increasing daily. "Sociable" machines to carry two, three, four, and even more riders are also to be had. The government has recognized the utility of the tricycle by supplying machines to many country mail-carriers; and in short, the three-wheeled machine bids fair to eclipse its two-wheeled rival in popularity. Nearly twenty five per cent of the riders are ladies. — *Philadelphia Telegraph.*

A NUMBER of bicyclists and representatives of the various bicycle clubs of this city and Germantown met in Horticultural Hall last evening to make the preliminary arrangements for a grand meet on the 26th of next October, at the Bicentennial Exhibition. H. C. Blair presided. It was stated that the bicycles could not be run on our streets, owing to the manner in which they are paved, and in view of this a parade was considered impossible. It was suggested, however, that there be a turnout in the park of all the bicyclists in the city on that day, and if the Bicentennial Association provided suitable grounds, the display could be made very interesting by a series of races between the different bicycle riders. It was thought that probably the projected concourse in the park would be completed by that time, and the races could take place on it. After the matter had been thoroughly discussed, a committee, consisting of Howard R. Lewis of the Philadelphia Club, G. D. Gideon of the Germantown Club, and E. C. Howell, C. M. Miller, and Arthur McOwen, unattached bicyclists, was appointed to consult with the Bicentennial Committee in regard to the matter, and to report at another meeting, which will be held in the latter part of next week. — *Philadelphia North American.*

AMONG the measures introduced in Congress affecting the patent laws is House Bill 4,667, to protect an innocent user of a patented article. The bill provides that no action for damages or proceedings in equity shall be sustained, nor the party held liable under Section 4,919 or 4,021 of United States Revised Statutes, for the use of any patented article or device, when it shall appear on the trial that the defendant in such action or proceeding purchased said article for a valuable consideration in the open market.

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

TRICYCLISTS' INDISPENSABLE FOR 1882. by Henry Sturme, 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 Sturme. 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.

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WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Wellford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

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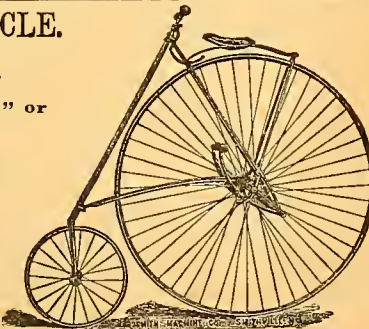
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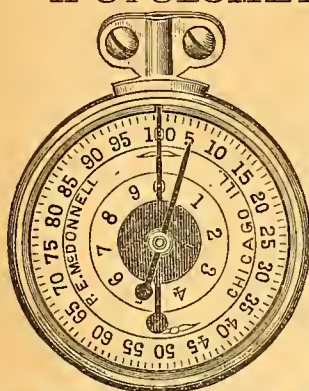
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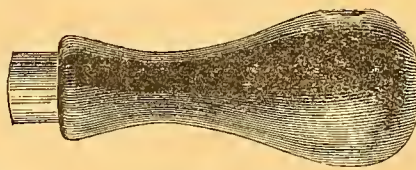
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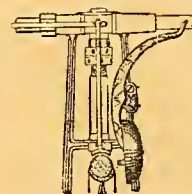
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