

Bicycle World

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CURRENT CALAMO

WHEW!

IT is all over, thank Goodness.

THE parade, an eminent success in every repeat.

THE business meeting, a harmonious one; not too harmonious, but —

THE dinner, an enjoyable one, and a well-conducted feature of the great Meet.

THE evening exhibition of skill in riding and club drill, a pleasant and entirely successful entertainment.

Now is the time for members of the entertainment committee, who have done the League work, their own work, and everybody's work, and received neither praise nor honor from those they so cordially received and so generously provided for, to congratulate each other.

NEARLY eight hundred men in line and no accidents.

THE Massachusetts Club turned out 38 men in complete uniform, thus taking the cake as to numbers.

WIRE-PULLING and punch were in order Sunday, 29 May, at the headquarters of various clubs. The Providence men had the best punch, the most punch, and the most hospitable manner of serving punch, but the wires did n't work.

TWO triocycles were in the parade and excited considerable attention. One was ridden by Mr. Burley, the inventor, and two companions, the other by three venerables, who carried no pennant, but a full-grown American flag.

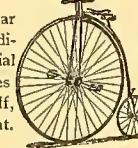
MR. KINGMAN PUTNAM was, we understand, overcome by the heat during the day, but recovered towards evening.

THE League picture is "took." As many of the members as could be accommodated on the steps of the Natural History building were photographed by Mr. Notman, of this city, who secured so fine a picture of the L. A. W. at Newport last year. It was possible to keep the men in position, as they were packed



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in like so many sardines, but their musical proclivities could not be repressed. While waiting for the necessary preparation they sang, in good tune and bad time, everything from the National Anthem to "He's a jolly good fellow," the latter referring to President Pratt. Everybody who came within range of the instrument was peremptorily invited to "take a walk," and as they would step from the arena, the irrepressibles would give them a send-off in the shape of an accompaniment "left," "left," to the tune of their steps.

THE REPRESENTATIVES of the old Montreal Club were everywhere cordially greeted, and at the business meeting were enthusiastically applauded. They deserve all the praise they received, and much more beside.

THE League provided for nothing, not even the arrangements for the parade or business meeting, — paid for nothing, from the squads of police who cleared the line of parade to the hall in which the dinner was held, or even the dinner of their invited guests, — hence everything was left to the Entertainment Committee. The thousand details to be attended to called out the executive ability of the men who possessed it, and brought to the front those men who could not only work but lead and direct the work. Prominent among these was Mr. Wm. B. Everett, of the Boston Club, who, after accepting the chair of the Reception Committee, relieved the Entertainment Committee of a vast amount of work. At the League dinner the effects of his efforts became apparent, and he was obliged to retire, overcome with fatigue. Messrs. Hodges and Shillaber, who had charge of much that was done, also looked, and no doubt felt, weary and exhausted on the evening of 30 May.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclists ever together in this country, including many clubs and representative wheelmen.

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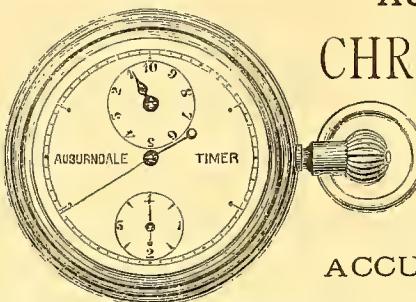
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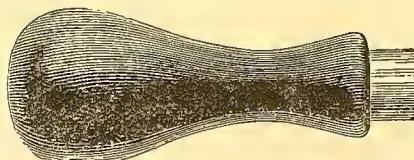
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Bicycling World

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, 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., 40 WATER STREET, 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. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 3 JUNE, 1881.

THE LEAGUE MEET

THE PARADE.

THE morning of 30 May opened bright with promise. The air was cool, with a slight breeze prevailing; the sky was cloudless, and the bicyclers—they were omnipresent. On Commonwealth avenue, near Hotel Vendome, a vast crowd of spectators gathered at an early hour, and as the time approached for the bicyclers to assemble, the throng became so dense that the police experienced the greatest difficulty in keeping space enough for the admission of the various clubs. At this time the buglets sounded merrily, and one after another long line of handsomely dressed wheelmen came up in good form, dismounted, and took the places assigned them. A few unattached men straggled around here and there in a vain attempt to find their division, the marshals flew back and forth, the mounted police dashed along the wavering line of spectators, the sun rose, also the dust, and soon nearly a thousand wheelmen were in a quiet state of bane.

The divisions, standing by their machines in the order of the parade, were at 10:45 A. M. reviewed by the Commander of the League, the commanders of divisions, and the marshals. Immediately upon their return, shortly after 11 o'clock, the bugle sounded the mount for the entire League, and in the best of order the clubs slowly wheeled into line, and by twos departed from the scene of the first review.

The pace, set by two inexperienced men chosen for the most unreasonable reasons, was of course too slow. Nothing but the delay in mounting protected the men in the rear from crowding upon the front of the line, and causing great confusion. Notwithstanding the slow and irregular pace set, the leading clubs passed through every difficult and crowded place with commendable skill, steadiness, and composure. The ruts and hollows of Chester Park passed in safety, Columbus avenue, with its perfect track but overcrowded, dangerous condition, next presented itself.

At Chandler street, the president, commander, and staff dismounted, and allowed the wheelmen to pass by in review.

From the station whence the review on wheels was had, the spectacle was a beautiful and impressive one. As far as the eye could reach in either direction, the streets were thronged with people, with carriages, and the houses gay with bunting and flags. At the head of the line came the Bostons, the oldest club in the country, and the first to join the League of American Wheelmen. They were lead by Captain Hodges.

In its ranks were the president of the League, the chief consul of the Bicycle Touring Club of England, the editor of the WORLD, and probably the most venerable bicycler in the country. Their handsome dark-green uniforms, set off by a silver star and white whistle cord, were among the most attractive in the line.

Following next, in the finest form, came the New York Club men, whose Captain Munroe stood reviewing the League members as their commander.

The Massachusetts men, in their attractive dark-blue costumes, turned out a large number of men, and by their good discipline and fine conduct won general respect. The New Havens came next, and after them the famous Essex Club, with their well-known champion riding in the front. Among the clubs following were the Manhattan, of New York, from whose membership came the League recording secretary and some of the fastest racing men in the country, the ever-hospitable and popular Providence Club, both of the Hartford clubs in excellent form, and the large bodies of men in the Chelseas and Walthams.

Pennant after pennant in every color, from rich crimson to white silk, passed on, and soon the irregular movements of some of the undisciplined announced that the great unattached had arrived.

The route was a well-selected one, but the crowds could not be restrained along the line, and in many cases nothing but the skill of the riders prevented accident. At the corner of Dartmouth street and Commonwealth avenue, and at the corner of Chester Park and Columbus avenue, the space for turning was always narrow, and very frequently, after the departure of one club and just before the arrival of another, it would be filled with people. The parade was managed creditably, in

view of the inexperience of the leaders in handling so large a number of wheelmen, and passed off without serious accident of any kind.

THE ORDER OF PARADE.

UNIFORMS DESCRIBED.

Commander—C. K. Munroe, of the New York Club (blue badge, with silver C in wreath).

MARSHALS.

(WHITE BADGE, GOLD LETTER M.)

Colonel Albert A. Pope, of the Boston Club.

Captain William M. Wright, of the Mercury Club, New York.

Captain A. B. Turner, of the Crescent Club, Boston.

Philip Timpson, of the Manhattan Club, New York.

A. Ely, Jr., of the Cleveland (Ohio) Club.

W. A. Tufts, of the Westbourne Club, London, England.

J. S. Webber, of the Gloucester (Mass.) Club.

E. J. Warring, of the Keystone (Pittsburg, Pa.) Club.

Bugler, J. Frank Burrill, of Manhattan Club.

FIRST DIVISION.

Division commander, E. C. Hodges (crimson badge, with gold letter D).

Boston Bicycle Club, 26 men. Captain, E. C. Hodges; first lieutenant, N. T. Kidder; second lieutenant, A. L. Woodman; color-bearer, G. Q. Woodward; bugler, H. S. Kempton. Uniform, dark-green suit throughout, jacket, pants and stockings; New York Club cap; "B. I. C." embroidered on collar; badge, silver star; white whistle-cord. Colors, red, white, and blue.

New York Bicycle Club, 14 men. Captain C. K. Munroe, commander of the League; first lieutenant, R. R. Haydock, acting captain; second lieutenant, C. B. Vaux; surgeon, J. Mears. Uniform, cadet gray, trimmed with black and red; emblem in cap, a winged wheel. Colors, black and red.

Massachusetts Bicycle Club, 38 men. Captain, E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Sclocum; bugler, J. T. Dyer; standard-bearer, H. M. Pope. Uniform, dark-blue throughout, consisting of patrol jacket, knee-breeches, stockings, and dark-blue helmet. Colors, crimson.

New Haven Bicycle Club, 13 men in line, 24 in town. Captain, S. A. Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. W. Hinman; bugler, J. H. Parish; surgeon, Dr. Rust. Uniform, blue short coat with braid trimmings, white opera flannel short breeches, blue stockings, blue polo cap with club monogram on front. Colors, red and blue, with name and date of organizations; machines mostly Harvard Roadsters, all nickel, and three American Roadster tricycles.

Essex Club, of Newark, N. J., 11 men.

Captain, L. H. Johnson; senior sub-captain, R. C. Bedell. Uniform, light-brown suit throughout, English cut, with dark seal-brown stockings, and polo cap with monogram. Colors, light blue and maroon.

Philadelphia (Pa.) Bicycle Club, 3 men. Captain, H. R. Lewis. Uniform, gray shirt and knee-breeches, with dark-gray helmet. Colors, red and blue.

Crescent Bicycle Club, Boston, Mass., 24 men. Captain A. B. Turner, acting marshal; first lieutenant F. B. Carpenter, acting captain; second lieutenant, W. D. Mandell; bugler, H. W. Keyes. Uniform, polo cap with monogram in front, white flannel shirt, dark corded blue stockings, white belt, badge, crescent and monogram. Colors, navy blue, silver, and gold.

Saratoga Bicycle Club, Saratoga Springs, N. Y., 2 men. Acting Captain A. R. McNair, secretary. Uniform, dark blue throughout, consisting of shirt, knee-breeches and stockings, blue cap and low shoes. Colors, dark blue.

Chelsea Bicycle Club, 33 men. Captain, Charles E. Walker; sub-captain, Charles H. Fowler, Jr.; first lieutenant, J. F. J. McBrown; second lieutenant, J. H. Eustis. Uniform, seal-brown corduroy breeches, white flannel shirts, seal-brown polo caps, with monogram, seal-brown stockings. Colors, cardinal and brown.

Germantown Bicycle Club, Philadelphia, Pa.; 9 men. Captain, J. Pennell. Uniform, blue polo cap, gray shirt, dark-gray breeches and blue stockings, monogram on cap. Colors, black and yellow.

Worcester Bicycle Club, 17 men. Captain, Fred. S. Pratt; sub-captain, Walter V. Barnes; bugler, E. K. Hill. Uniform, green blouse, light-green Yale shirt, green knee-breeches, dark-gray stockings. Stanley helmet, same color as coat and pants. Color, cardinal.

Yonkers, N. Y., Bicycle Club, 7 men. Captain, S. B. Hawley; first lieutenant, H. O. Tallmadge; bugler, John Upham. Uniform, blue shirt and stockings, mottled brown corduroy coat and knee-breeches, with club letters on polo cap. Colors, crimson and gold.

Wilkesbarre (Pa.) Bicycle Club, 7 men. Marlboro Bicycle Club, 7 men. Captain, L. T. Frye; sub-captain, George Whittaker. Uniform, blue caps, gray shirt and knee-breeches, blue stockings. Color, blue.

Louisville (Ky.) Bicycle Club, 4 men. Acting captain, H. Beddo. Uniform, blue knickerbockers, shirt, stockings and helmets. Colors, red and white.

Buffalo (N. Y.) Bicycle Club, 9 men.

Detroit Bicycle Club, 1 representative, and that one a good one.

Capital Club of Washington, D. C., 3 men. Uniform, dark-blue throughout. Colors, dark blue.

Hartford (Conn.) Wheel Club, 11 men. Captain, Clark Lawrence. Uniform, gray shirt, braided with blue, seal-brown corduroy pants and cap, gray stockings, monogram on cap. Color, blue.

Brattleboro (Vt.) Bicycle Club, 3 men. Acting captain, A. W. Childs. Uniform, white flannel shirt, dark knickerbocker pants, blue stockings, white flannel hat.

Brooklyn (N. Y.) Bicycle Club, 8 men. Captain, W. F. Güllen; first lieutenant, W. T. Wintringham. Uniform, blue throughout, trimmed with braid, polo cap with silver monogram. Colors, cherry and black.

Keystone Bicycle Club, Pittsburg, Pa., 1 man.

Montreal, Canada, Bicycle Club, 5 men. Captain, C. J. Sidney. Uniform, dark-blue throughout, helmet with emblem consisting of a beaver and monogram. Colors, blue and white.

Rockingham Bicycle Club, Portsmouth, N. H., 14 men. Captain, C. A. Hazlett; first lieutenant, C. A. Davis; second lieutenant, George M. Ayers. Uniform, blue coat, pants, and stockings, white cap. Colors, scarlet and white.

Portland Bicycle Club, 5 men. Captain, Henry R. Stickney; first lieutenant, Frank Larrabee; second lieutenant, F. N. Weeks. Uniform, blue flannel coat, shirt, knickerbockers and stockings. Colors, red and blue.

Hartford Bicycle Club, 11 men. Captain, R. C. Wander; senior sub-captain, F. C. Billings; junior sub-captain, H. S. Redfield. Uniform, gray shirt and breeches, blue stockings, blue cap with silver monogram. Color, blue.

Tricycle, owned by Col. Pope of the Pope Manufacturing Company, ridden by 3 men, carrying United States flag.

SECOND DIVISION.

Division commander, Kingman N. Putnam of New York. (Crimson badge, with gold letter D.)

Aids — D. G. Rogers, H. C. Reed, of Milwaukee.

Bugler — Neilson Howard (white badge).

Providence Bicycle Club, 20 men. Captain, W. H. Richmond; first lieutenant, J. A. Corse; bugler, Charles Howard. Uniform, drab corduroy knickerbockers, white shirt, black polo cap, with letter P embroidered in gold, and blue stockings.

Menotomy Bicycle Club of Arlington, Mass., 7 men. Captain, Parmenter. Uniform, dark blue.

Framingham Bicycle Club, 6 men. Captain, George L. Hatch. Uniform, dark-blue knickerbocker pants and stockings, and gray shirt and hat.

Manhattan Bicycle Club, of New York, 18 men. Captain, P. F. Brunner; first lieutenant, R. Underhill; second lieutenant, R. Hurry. Uniform, seal-brown jacket and stockings, gray corduroy pants and cap, monogram in wheel on front of cap.

Hermes Bicycle Club, Providence, R. I., 18 men. Captain, W. T. Nicholson, Jr.; first lieutenant, Frank Mauran, Jr. Uniform, gray knickerbockers, blue stockings, white hammock hat, letter H in silver.

Chicago (Ill.) Bicycle Club, 3 men. Acting captain, George H. Craig. Uniform, gray knee-breeches and stockings, white shirt, and helmet hat.

Waltham Bicycle Club, 25 men. Captain, C. W. Sewall; first lieutenant, L. G. Staples. Uniform, gray knickerbocker suit, New York Club cap, with silver shield marked Waltham.

Two tricycles were ridden by members of the Waltham Club.

Haverhill Bicycle Club, 8 men. Captain, C. H. Goodwin; first lieutenant, Tenny White. Uniform, gray shirt and pants, blue stockings, and blue hammock hats.

Brockton Bicycle Club, 18 men. Captain, F. H. Johnson; first lieutenant, W. B. Swett. Uniform, navy blue throughout; cap, with Maltese cross in silver, bearing monogram "B. B. C."

Albany (N. Y.) Bicycle Club, 8 men. Captain, — Scattergood.

Baltimore (Md.) Bicycle Club, 2 men. Captain, — —.

Milwaukee (Wis.) Bicycle Club, 2 men. Captains, Rogers and Reed.

New Britain (Conn.) Wheel Club, 5 men. Captain, W. A. Dwight; first lieutenant, George W. Corbin. Uniform, dark-green stockings and pants and gray shirt and cap.

Roxbury Bicycle Club, 11 men. Captain, John R. Heard; first lieutenant, C. E. Lord. Uniform, gray shirt and pants, blue stockings and cap, with winged wheel in silver, letters "R. Bi. C."

Lennox Bicycle Club, New York, 4 men. No officers. Uniform, blue coat, stockings, and cap, and gray pants.

Mercury Bicycle Club, New York, — variously given from 2 to 8 men. — Lieutenant T. E. Brown, Jr., acting captain. Uniform, gray corduroy pants, blue stockings, shirt, and skull-cap, with wings worked in gold on either side of cap.

Columbia Bicycle Club, North Attleboro, 12 men. Captain, Thomas Bell. Uniform, light-brown stockings and dark-brown coat, pants, and cap.

Star Bicycle Club, Lynn, 15 men. Captain, A. W. Fuller; first lieutenant, Frank Winship. Uniform, gray pants, white shirt, blue stockings, and gray hat, with star in blue.

Pequonock Wheel Club of West Bridgeport, Conn., 4 men. E. J. Morgan, acting captain. Uniform, blue corduroy coat, pants, and hat, red stockings, silver monogram "P. W. C." on cap.

Hawthorne Bicycle Club, of Salem, 12 men. Captain, L. C. Packard. Uniform, white shirt, blue knickerbockers, stockings, and helmet.

Stoneham Bicycle Club, 10 men. Captain, H. F. Sheldon; first lieutenant, Homer Hay. Uniform, blue pants, and caps with gold band, and gray shirts and stockings.

Middlesex Bicycle Club, of Malden, 10 men. Captain, C. R. Winslow. Uniform, drab pants, white shirt, light-blue stockings, tennis shoes, and drab cap with monogram "M. X." on front.

Kings County Wheel Club, Brooklyn,

2 men. President, George F. Brown; captain, John Clark. Uniform, seal-brown stockings, corduroy pants, polo cap, and gray shirt.

Massachusetts Agricultural College, Amherst, Mass., 4 men. Captain, A. Whittaker. Uniform, brown shirt, cap, and pants, and cardinal stockings and belt.

Lawrence Bicycle Club, 10 men. Captain, R. F. Manders; acting first lieutenant, E. E. Branch. Uniform, blue pants, cap, and stockings, white shirt; "L. Bi. C." in gold letters on cap.

Waterbury (Conn.) Bicycle Club, 4 men. Captain, — Hamilton.

Pequot Bicycle Club, New Haven, Conn., 4 men. Captain, F. S. Newcomb. Uniform, gray coat and pants, brown ribbed stockings, and white cap.

Amherst Bicycle Club, Amherst College, 5 men. Captain, B. Blatchford. Mixed uniform.

Susquehanna Bicycle Club, Susquehanna, Pa., 2 men. Captain T. A. Hayward; president, F. A. Miller. Uniform, brown stockings, tennis shoes, gray pants and coat, and light-brown helmet hats.

Aeolus Wheel Club, 11 men. Captain, Theodore P. Brown. Uniform, blue knee-breeches, stockings, and hat, and white shirt.

Syracuse Bicycle Club, Syracuse, N. Y., 2 men. Captain, W. H. Olmsted. Uniform, seal-brown corduroy knickerbocker pants and hat, dark-brown stockings, and gray shirt.

Canandaigua Bicycle Club, Canandaigua, N. Y., 2 men. Captain, A. G. Coleman. Uniform, dark-gray corduroy pants, light gray shirt, brown stockings, and gray hammock hats.

THIRD DIVISION.

Division commander, S. T. Clark, of Baltimore. (Crimson badge, with gold letter D.)

Aids — Edmund Putnam, of Beverly; J. L. Ayer, of Boston; R. A. Fairfield, of Saco, Me.; and N. Tyler Morse, of Beverly, Mass.

The third division was composed of unattached bicyclers to the number of 137. In this division, besides many bicyclers representing clubs in Beverly, Andover, Buffalo, Lima, O., Tremont, O., Waterbury, Conn., Smithville, N. J., Worcester, Gloucester, Milford, Dedham, Salem, and Somerville, Mass., were the following organizations:—

Thorndike Bicycle Club, of Beverly, Mass., 12 men. No officers. Uniform, gray suit throughout, helmet hat.

Harvard Bicycle Club, Cambridge, 12 men. Captain, J. H. Taylor; acting first lieutenant, R. B. Moffat. Uniform, dark-blue trousers, white shirt, gray cap, silver letters "H. B. C." on front.

Phillips Bicycle Club, Phillips Academy, Andover, Mass., 12 men. Captain, J. W. Atwood; first lieutenant, E. J. Phelps. Uniform, dark-blue pants and stockings, white shirt, blue cap with silver trimmings and monogram "P. B. C."

Hub Bicycle Club, of Boston, 12 men. Captain, W. S. Tufts; first lieutenant, C. B. Mudge. Uniform, gray flannel suit, red stockings, gray flannel cap with red band, red belt.

Massachusetts Institute of Technology, 6 men. Captain, A. S. Pratt; first lieutenant, S. N. Munn. Uniform, gray pants, stockings, and cap, and white shirt.

BUSINESS MEETING.

THE president called the business meeting to order at shortly after 2.30 P. M. H. S. Kempton, of the Boston Club, was chosen recording secretary, *pro tempore*, in the absence of Mr. Burrill.

On motion of President Bates, of Detroit, the chairman selected the following gentlemen as a Committee on Credentials: Bates, of Detroit; Fairfield, of Chicago; Williams, of Boston; Green, of Providence; and White, of Hartford.

On motion of F. W. Weston, a committee of five on nomination of officers was chosen by the chairman, as follows: Weston, of Boston; Hazlett, of Portsmouth; Moran, of Ky.; and Capt. McNare, of Saratoga.

On motion of Cor. Sec. Parsons, spectators, not members of the League, were admitted to the meeting.

During the retirement of the committees, Wm. B. Everett, of Boston, addressed the meeting as follows:—

"We all sincerely regret that the president will not serve again; and as Mr. Pratt has, I understand, positively refused to accept the nomination for the presidency for the coming year, I have, gentlemen, a name I wish to put before the nominating committee, which I think all will agree upon: a gentleman thoroughly known, and always found a cordial, genial friend, and all that a gentleman can be, and a practical business man. I take pleasure in announcing the name of A. G. Carpenter." [Prolonged applause.]

"In regard to the vice-president, it is well known that the present vice-president has been ill for a year and will not accept renomination. We desire very much that the officers of the League shall be distributed as much as possible through the different States. I will name a gentleman who I think is fully competent to take the place of president should occasion require. I have the honor to present the name of J. M. Fairfield, of Chicago." [Loud applause.]

"For commander, I would present a gentleman who has done all in his power to make this Meet a success, a gentleman with whom you are all familiar,—Mr. E. C. Hodges." [Loud and continued applause and cries for "Speech."]

Mr. Hodges, in answer to the call, made a few remarks, thanking the gentlemen for their warm reception.

Mr. Everett continued with a few complimentary remarks, and offered the name of Kingman Putnam for the position of corresponding secretary.

S. T. Clarke, of Baltimore, was suggested for the position of recording sec-

retary, and W. F. Gullen, of Brooklyn, N. Y., for treasurer.

Mr. Hurry, of New York, also offered a list of names for officers, as follows: President, C. K. Munroe, of New York; E. C. Hodges, Boston, commander; Mr. D. Wistar, treasurer; Mr. Marsden, corresponding secretary; and Mr. Burrill, recording secretary.

Mr. Parsons hoped that Mr. Pratt would consent to a renomination. Mr. Bourn, of the Manhattan Club, hoped the whole ticket of last year would be re-elected.

PRESIDENT PRATT'S REPORT.

Gentlemen of the League: It is made by the rules of this association my duty, in returning into your hands the charge of filling the office of president, to make a report at this annual meeting. I regret that an illness during the past week has prevented my carrying out some good resolutions, among them that of preparing a written report for this meeting. I am therefore obliged to give you an extemporaneous one, which I will try to make as brief as possible.

The League of American Wheelmen is now substantially organized. A year ago we effected a partial organization at Newport, under what circumstances most of you are aware. It was not, however, until the September meeting of the board of officers that the organization was in any sense completed. It was not until then that we had a code of rules for the government of the business of the League; it was not until then that any provision was made for the appointment of consuls; it was not until then that any of those distinguishing marks of the League were adopted, with which all have become so familiar: and hence it is true that the League has not been organized yet for a year, and yet I am happy to report, as one of the items (if I am not correct, I hope the corresponding secretary will correct me), that notwithstanding the fact that we have not been organized for a year, we are able to meet to-day in a parade of the dimensions you have observed, with a membership of about 1,700. [Loud applause.]

The treasury of the League is not very plethoric: it was not to be expected that it would be in the first year, since we had not much money to invest in United States bonds, and all members of clubs, who joined in a body, were allowed a discount. Your treasurer will report that there are about \$300 in the treasury. You will see that we have not been able to strike out and do a great many brilliant things, which the officers would have been glad to have done if the necessary funds were in the treasury. It is necessary in the first place to become organized; in the second place, to have funds of our own; and by and by, when we have become prepared on such points as these, we expect that the real work of the League will be something of which the present shows only a small beginning.

I may say that for this year the work of the board of officers and the work of the League has been substantially one. We have been endeavoring to perfect the machinery of the League. It is an organization which requires considerable wisdom in its management. To make this organization of clubs and unattached, scattered over such wide districts from Maine to California, and from Montreal to Tallahassee, is a matter that requires the best wisdom of any board of officers which you may select. [Applause.]

As I have said, we have so far been at work, mostly upon the organization we have obtained for the League — I was about to say a habitation; we have obtained for it a name, and if it have no other habitation, it has one in the hearts of every wheelman on the American continent. [Loud applause.]

It was the intention of those who made and founded it a year ago, and it is shadowed forth distinctly in the constitution, that the promotion of wheeling in general was one of its objects. The promotion of wheeling that the League of American Wheelmen has been able to accomplish so far has led only in the direction of its annual parades, and in such other ways, less conspicuous, as the officers and members could promote it; but the officers have found in these quiet ways a great many opportunities for furnishing information, advice, and encouragement of the wheel, and in various other ways for promoting the cause of wheelmen. Up to this time the League has been unable to hold races under its auspices, because it could find no time and track that favored League races; it is to be hoped that the coming September will see a development in the League in that direction.

Another of the chief objects of the League was the protection of the rights of wheelmen. It has been difficult for the League to do all that it would like to do. It has been acting in the interim through the board of officers. That board has found itself with a small treasury and unable to incur wide expenses. The real opportunities for any aids, either in defense or aggression, have been very few during the year, when so wide an extent of country and varieties of communities are considered. The large number of wheels, already numbering 8,000 wheelmen riding in the United States and Canadas, make it a matter of congratulation, and it is a matter in which we as American citizens may well take pride that so few — not that none, but so few instances have required the backing of an organization to secure the rights or protect the rights of wheelmen. The first thing that the League was called upon to do was the securing of the rights from the Haddonfield Turnpike Co.

I may say also that in regard to securing some sort of recognition of the rights of wheelmen in Central Park, the League has taken some action already. It was suggested very strongly that the

present Meet and parade should be held in New York City. At the time this was agitated in New York, it was impossible to secure any large concessions from the Park Commissioners. At that time and subsequently, as well as fruitlessly heretofore, attempts were made to secure recognition from the Park Commissioners, for a drive in Central Park. The local clubs prepared a petition, asking — oh, so small a piece! — just for ten feet wide on the east side, I believe, of the Park. [Laughter.]

The League came to their aid. The officers of the League prepared a petition with considerable care, and attached to it *verbatim* reports relative to the good character of bicyclers and reputableness of the sport itself that had been sent in by various city officers.

The expense of obtaining, printing, and presenting the opinions to the Park Commissioners of New York was borne by Col. Albert A. Pope. [Applause and cries of "Speech."]

Mr. Pope thanked the gentlemen present with a few appropriate remarks.

Mr. Pratt then continued, expressing a hope that the results of the petition would be favorable and be known quite soon. Referring pleasantly to the matters of uniform, badges, and so forth, he passed on to the matter of careful choice of the officers of the coming year, advising careful and considerate action in selecting them, and in conclusion said:

"I wish to thank you, gentlemen, most cordially and heartily for the support you have given me as your president, and for the honors you have conferred upon me, for the tender private expressions I have received in many ways." [Loud applause and three cheers.]

REPORT OF DILLWYN WISTAR, TREASURER *pro tem.*, TO THE LEAGUE OF AMERICAN WHEELMEN. PRESENTED AT FIRST ANNUAL MEETING — BOSTON, MAY 30, 1881.

Dr.

1881.

April 8. To cash received from Ex-Treasurer Wiloughby, on retiring ..	\$45 26
May 13. To cash fee from applicant for admission (F. LeChapin) ..	1 00
“ “ To cash received from Corresponding Secretary Parsons, as per his account of May 10, 1881, rendered ..	93 50
“ 17. To cash fee received direct from Wilkes-Barre Bi. Club, for admission of 4 members to the L. A. W.	2 00
“ 23. To cash fee received direct from Germantown Bi. Club, for admission of 16 names to the L. A. W.	8 00
“ “ To cash received to date inclusive, from 5 members, in payment of their 1881 dues	5 00

May 26. To cash received from Corresponding Secretary Parsons, as per his account of May 24, 1881, rendered ..	\$29 50
“ “ To cash received to date inclusive, deposits for 53 silver badges, at \$2 106 00	
“ “ To cash received to date inclusive, deposit for 46 nickel badges, at \$1 46 00	
“ “ To cash received to date inclusive, deposits for 4 directors' badges at \$2 8 00	

Total \$344 26

Dr.

1881.

May 26. To balance, as per account stated	\$218 56
Badges on hand, silver	27
“ “ nickel	8
“ “ directors'	35

Cr.

1881.

May 18. By cash paid to date inclusive, for treasurer's account books	\$3 96
“ “ By cash paid Richards & Co., of Boston, for 40 silver and 20 nickel badges	100 00
“ “ By cash paid expressage on package of badges ..	50
“ 26. By cash paid to date, inclusive, for printing, notices, etc	3 75
“ “ By cash paid to date, inclusive, for postage ..	3 19
“ “ By cash paid to date, inclusive, for clerk hire, ..	4 00
“ “ By cash paid to date, inclusive for engraving numbers on 103 badges issued, at 10 cts.....	10 30

Total \$125 70
By cash balance 218 56

\$344 26

E. & O. E.
DILLWYN WISTAR,
Treasurer pro tem.

Mr. Bates reported, for Committee on Credentials, list of delegates and names of unattached for use of the secretary.

Commander Munroe reported, extemporaneously, that races were not thus far successful, but promise to be in the near future. Several handsome badges in preparation. He thanked the captains of clubs and their commands for what they had contributed to the success of the parade, 30 May, 1881. He then proceeded to criticise very ably the methods of club drill and the lack of interest among members in club drill. He accredited the applause and attention received by some of the clubs in line to their discipline in club runs, and after describing the effectiveness of some very simple evolutions in club drill, recommended to those who desired to be more

elaborate Upton's Cavalry Tactics. He concluded by gracefully thanking the League members for their support throughout the year.

Corresponding Secretary A. S. Parsons came forward, and after asking the indulgence of the League members until he could make a written report, deferred the latter until a future time. (It will be published probably in our next issue.) He made a few corrections of the figures representing the League membership, explaining that the first hundred of the numbers given out had been reserved for officers, and were but partially taken. He expressed a desire to have it understood that pressure of other business would oblige him to give up any idea of serving another year; and in his concluding remarks, wherein he explained the little delays in regulating the membership, he was generously applauded.

Mr. Everett came forward and said that he understood now that Mr. Pratt would consent to serve, in which case he would withdraw the name of Mr. Carpenter.

Mr. Hurry also withdrew the name of Mr. Munroe in favor of Mr. Pratt, remarking that he too had understood that Mr. Pratt would not serve another year.

Mr. Bourn then came forward and stated that his proposition to re-elect the present officers was based upon a belief that they and they alone could be beneficial to the interests of the New York wheelmen by obtaining the rights of the Park. The New York wheelmen wanted those rights, and to get them they needed the same representation in the League they had hitherto had.

Mr. Frank W. Weston, of the Nominating Committee, presented with great applause the following list of names for the officers of the League for the ensuing year: —

President, — Chas. E. Pratt, of Boston.

Vice-President, — J. M. Fairfield, of Ohio.

Commander, — E. C. Hodges, of Boston.

Corresponding Secretary. — Kingman Putnam, of New York, with a salary.

Recording Secretary, — S. T. Clarke, of Baltimore.

Treasurer, — S. H. Marsden, of North Haven.

It was then moved that the ticket be elected by acclamation, but the president ruled that it was contrary to the rules of the League, and a ballot for the office of president was taken, with the following result: Charles E. Pratt, 548; scattering, 16; total, 564.

On motion of Mr. Everett, the election of Mr. Pratt was made unanimous.

Before the result was announced, the nominating committee submitted a list of names for directors.

The following directors were then chosen by States: —

California — George H. Strong, San Francisco; G. Loring Cunningham, San Francisco.

Ontario — H. S. Blackburn, Ontario; S. W. McMichael, Brantford.

Connecticut — S. A. Marsden, New Haven; T. B. Beach, Hartford.

District of Columbia — P. T. Dodge, Washington; Max Hausmann, Washington.

Illinois — A. W. McClure, Chicago; H. G. Rouse, Peoria.

Indiana — Harry Bates, Indianapolis; John O. Perrin, Lafayette.

Kentucky — O. W. Thomas, Jr., Louisville; C. W. Macklin, Frankfort.

Maine — C. H. Lamson, Portland; R. A. Fairchild, Biddeford.

Maryland — J. L. Tomlinson, Baltimore; Clymer White, Baltimore.

Massachusetts — Fred. S. Pratt, Worcester; E. C. Hodges, Boston.

Michigan — G. R. Osman, Detroit; A. J. Eddy, Flint.

Missouri — F. M. Gifford, Edina.

New Hampshire — C. A. Hazlett, Portsmouth; Ernest F. Peavey, Farmington.

New Jersey — L. H. Johnson, Orange; George F. Smilee, Plainfield.

New York — W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.

Ohio — A. Ely, Jr., Cleveland; G. G. Kitchell, Cincinnati.

Pennsylvania — E. J. Waring, Pittsburgh; J. Ferguson, Philadelphia.

Rhode Island — W. H. Richmond, Providence; A. G. Carpenter, Providence.

Vermont — W. S. Underwood, Brattleboro; George E. Stevens, Burlington.

Wisconsin — Angus S. Hibbard, Milwaukee; F. G. Stark, Milwaukee.

Nova Scotia, New Brunswick, and Prince Edward Island. One director to be chosen.

Quebec — H. S. Tibbs, and one other to be chosen.

Manitoba — One director to be chosen.

The last-named are mentioned because they were newly added to the list at yesterday's meeting.

The secretary was instructed to cast the vote of the convention for J. M. Fairfield, of Chicago, for vice-president.

It was voted that the BICYCLING WORLD be the official organ of the League for the ensuing year.

After votes of thanks to the retiring officers, to the president, and to the city of Boston, for courtesies extended, the meeting adjourned until 7 o'clock.

Upon reassembling after dinner the convention proceeded to ballot for commander, the vote being declared as follows: Whole number of ballots, 421; necessary for a choice, 211; C. K. Munroe, 224; E. C. Hodges, 196; scattering, 1; and Mr. Munroe was declared elected.

The vote for corresponding secretary was: Whole number of votes, 381; necessary for a choice, 191; Kingman Putnam, 337; A. S. Parsons, 44. Mr. Putnam was declared elected, and the vote was made unanimous.

Vote for recording secretary: Whole number of votes, 311; necessary to a choice, 151; S. T. Clark, 191; J. Frank

Burrill, 120: and Mr. Clark was declared elected, and the vote was made unanimous.

The Secretary was instructed to cast the ballot of the convention for Dillwyn Wintar, of Philadelphia, for treasurer.

After passing several votes of thanks the meeting adjourned, and the League members went in a body to Music Hall to see the exhibition of trick riding.

THE DINNER.

As the Boston bicyclers and their guests entered Music Hall, the grand organ pealed forth a stirring march. The men seated themselves *ad libitum*, or at the direction of members of the Entertainment Committee, and began without ceremony the table festivities. The contrast of the place, the surroundings, and the event itself were very striking. The afternoon sunlight came slanting through the upper windows, throwing into bold relief the figures representing those arts which have found in Boston a high development, and in the old hall some of their best expression. The mellow sunlight at one end, and at the other the dark rich colors of the great organ, were harmonious; but on the floor beneath, the variegated colors of the uniforms and the gay table decorations were too much of the earth, earthy, to seem in place. The music pealed forth gladly, or wandered through quiet little vales of harmony, at all times delightful in effect, but comparing curiously with sounds of rattling plate and glass, and the busy hum of male voices. The Boston Club men toasted the commander, their captain, and the Massachusetts men. The latter compliment was returned, and then the interchange of cordiality became general.

When the gray twilight stole into the great hall the noise diminished and quiet prevailed, when Capt. Hodges gracefully called the League president to the chair, and the president in his happiest manner called the distinguished guests and accomplished wheelmen to the floor.

The after-dinner speeches were of great interest, but cannot be reported in this issue. In our following number we hope to give them in full, together with other details not yet obtainable.

THE EXHIBITION OF CLUB DRILL AND TRICK RIDING.

THIS had been announced several weeks previous, but until the evening appointed nothing had been done to perfect arrangements. At the last moment, Mr. Chas. P. Shillaber, treasurer of the Entertainment Committee, and Louis Harrison, secretary of the same, went to work and made up a programme of volunteers. This was rendered imperative, as many seats had been sold to outsiders for the exhibition. The following account in the Boston Post, 31 May, is interesting, as it is given from a spectator's standpoint: —

"At Music Hall, in the evening, there was a very interesting exhibition of fancy

and trick riding, a good audience being in attendance. The first exhibition was fancy and trick riding by M. Chandler, of the Providence Club, Providence, R. I. Some of his exploits were riding his machine side saddle; working the treadle with either foot; hanging entirely clear off his machine on one side and propelling it with one foot; standing jump on to the axle of the small wheel, and from there into the seat, and after a sharp run, bringing his machine to a full stop, with his feet supported in the spokes.

The second feature was a club drill by the Hermes Club, of Providence, R. I. They formed in first single file and then into twos, fours, back into single file, right fours into line, and executed numerous other movements, finally dismounting by throwing their feet over the handles and tipping up the rear wheel, alighting upon their feet. G. E. Allen, of the Hermes Club, Providence, R. I., next gave an exhibition of fancy riding. Throwing his leg over the handle and propelling his machine with the other foot; vaulting into the seat from a standstill; mounting and dismounting on one side while in motion, were some of his feats. He also accomplished one of the prettiest feats of the evening, which was picking up a handkerchief from the floor riding toward it at good speed, dismounting, letting his machine run alone, picking up the handkerchief and remounting before his machine stopped. This effort was loudly applauded. The Crescent Club, of Boston, gave a club drill. Prof. Rollinson, of Philadelphia, next came into the hall clad in a white linen duster and white stove-pipe hat, and showed the haps and mishaps which befall a young man when first learning to ride. In response to a recall he reappeared mounted upon an elegant nickel-plated machine, and rode a mile in 3 min. 31 $\frac{1}{4}$ sec. Mr. Pressey, son of the inventor of the American Star Bicycle, a machine with the small wheel in front, next gave an exhibition of the peculiar qualities of the machine. He executed the various feats of balancing, etc., with perfect ease. The last riding of the evening was given by R. M. Smith, of the Capital Club, of Washington, D. C. Some of his exploits were jumping from a standstill into the seat with one leg thrown over the handle, and while riding at good speed balancing himself in a perfectly horizontal position on the tip of his machine. He closed his exhibition by riding standing in his seat in various ways. Mr. Louis Harrison, editor of the BICYCLING WORLD, was master of ceremonies, and everything went off smoothly."

THE BEACON PARK RACES.

As an entertaining preliminary to the League Meet, the Beacon Park Athletic and Driving Association offered gold and silver medals, first and second prizes, for dashes of quarter-mile, half-mile, one mile, and two miles, to be given at Beacon Park, Saturday, 28 May, at 2.30 P.M. The judges appointed were Chas. E. Pratt, E. W. Pope, and E. C. Hodges;

clerk of the course, C. P. Shillaber; and timers, J. S. Dean, E. C. Churchill.

Promptly at the time appointed the contestants for the quarter-mile came upon the track, and took their places for a standing start; Lewis T. Frye, of the Marlboro' Club, at the pole. From the start, Frye, of Marlboro', Sewall, of Waltham, and Ashley, of Chelsea, led and came in preserving that order with the following time: First, 47 $\frac{1}{2}$ seconds; second, 48 $\frac{1}{4}$; and third, 49 seconds.

In the half-mile dash, Chas. W. Sewall, of Waltham, drew the first place, D. Nash Mitchell the second, Walter O. Faulkner, of the Star Club, the third, and Lewis T. Frye the fourth. D. Nash Mitchell, who was riding with a cradle spring, was thrown at the first turn, but sustained no injury whatever. The race was taken by Frye in 1.42, Faulkner pushing him very closely on the home stretch, and coming in about one foot behind. Sewall, third, in 1.43.

Out of twelve entries for the one-mile dash, including L. H. Johnson and other well-known amateurs, only four appeared on the stretch: Wm. M. Woodside, Manhattan; C. S. Nauss, Waltham; Jos. Lafon, Manhattan; and Lewis Frye, in the order given, Woodside having the inside place. Woodside took the lead from the start and soon drew away from his competitors, until the race was his to a certainty on the second quarter. Messrs. Lafon and Nauss collided, and both fell, and Frye, who was leading them, fell also. Frye and Nauss remounted and finished the race, Frye taken the second place, Nauss riding with a broken pedal. Woodside made the mile in 3.36 3-4, and Frye in 4.13.

The two-mile race was an interesting one throughout. Faulkner, Frye, Woodside, and Sewall entered in the order given. The start was a standing one. Faulkner took the lead on the first lap, Frye following closely, with Sewall in the rear. On the second quarter, Faulkner still led, Frye dropping a little, and Woodside making an effort to pass him. On the third Sewall began to close the gap between him and third place, and when Woodside passed Frye, Sewall made a spurt and took third place.

In the fifth quarter Woodside began to push Faulkner, who still held the lead, and the three leaders bunched together closely. At the beginning of the sixth lap the three were side by side, and the struggle became exciting. Faulkner could not keep up the pace, and allowed Woodside and Sewall to go to the front. On the last quarter Sewall made another spurt, but Woodside pulled away easily and came in first, winning in 6.52 1-2; Sewall, second, in 6.54 1-2; and Faulkner, third, in 6.55 1-2.

The day was cloudy, but the air was temperate, and a gentle breeze prevailed. The track was in good order, but as the weather has been inclement for some time, was not in as good condition as it may be in the future. After the regular races Professor Rollinson made an attempt to

beat 3.25 for one-mile dash, but made the mile in 3.37 1-2. The Manhattan, Providence, Waltham, Marlboro', Chelsea, New York, and other clubs were well represented among the spectators.

WESTERN NEW YORK.

CANANDAIGUA, the court-house town of Ontario County, boasts of numerous smooth roads, some of them macadamized, and several miles of well-laid flagstone sidewalks. The main street crosses the tracks at right angles, a few rods west of the railroad station, and followed a mile due south to the lake side, or a mile due north to the liberty pole. Turning westward from this point, on the afternoon of Saturday, 11 September, I rode two miles, and then another two miles, and then two miles and a half, ending at the railroad station in East Bloomfield, about the streets and sidewalks of which pleasant village I circled another mile before stabling my wheel for the night. A friend accompanied me in a carriage, or rather followed behind me on the road, except when a halt was made for the sake of consuming in common his supply of Delaware grapes; and we both returned home in the carriage a few hours later. On Tuesday forenoon following, having taken train to East Bloomfield, I rode in an hour from the station there to the brewery at the railroad crossing, say a quarter-mile west of the flag-pole in Canandaigua. The wind favored me, and though I made three brief dismounts, none were really needed in the six miles named. The course is nearly all up or down grade, however, and though some parts were very smooth, other parts were of that sort of red clay which hard rains render temporarily unridable. I was told in East Bloomfield that Rochester wheelmen had frequently ridden thither and reported comfortable roads. In the afternoon I found an excellent course for a mile beyond the steamboat landing at the foot of Main street, and I also went twice around the half-mile track at the trotting park, in 4m. 35 sec. This was the first occasion on which I ever tried to ride at speed for a given distance, and have the "time" accurately taken. I judge from the result, that on a smooth course I might perhaps make a mile inside of four minutes.

The next afternoon, at Niagara, I rode across the Suspension Bridge, nearest the Falls, and thence on the wooden sidewalks for three quarters of a mile to the Horseshoe Fall itself. Returning the latter part of my course, I kept along the west bank, over a road generally unridable because of stones and ruts, and after a mile and a quarter of this sort of travel, reached the old suspension bridge, which had just been newly floored. The planks having been laid crosswise and evenly fitted, offered a most tempting chance for indulging in brief bursts of speed. The other bridge is narrower, and its planks are laid lengthwise, and it is much more frequented by carriages and pedestrians; but the railroad bridge, at

the time of my visit, seemed almost deserted, except by the occasional trains that rumbled above. I therefore flew swiftly across it a good many times, gazing up and down the river at the scenery, and enjoying to the utmost the novel sensation of "riding through the air," until the approaching darkness forced me to reluctantly enter the United States once more, and plod along the imperfect board sidewalk and rutty highways until I reached my hotel. The cyclometer's record for the afternoon was eight miles. The ruts worn in the macadam of many of the Niagara roads by the constant carriage traffic were a truly terrible phenomenon. In some places, if my memory serves, nearly a dozen of them stretched out for discouragingly long distances in regular parallels about a foot apart. The fun on the bridge, however, seems well worth the overcoming of such obstacles as stand in the way of it. It would be a truly enchanting place for a friendly trial of speed between two or three riders; say in a dash of two hundred and twenty yards, duly chalked off on the planks. The regular toll for a foot passenger at either of the bridges is twenty-five cents, and no extra charge is made when a bicycle goes with him.

Leaving the International Hotel in Niagara on the morning of 16 November, at about 9:30 o'clock, a ride of three quarters of a mile carried me beyond the canal bridge in the outskirts of the village. Thence I went southward without stop for sixteen and one half miles, in two and one half hours, having the wind against me all the way, and being slightly sprinkled with rain during the third half-hour. Most of the road is of very hard clay, which was rather rough; and beyond Tonawanda (where the bridge almost caused a dismount) there is a long, but not very steep hill, which is the only grade of importance between Niagara and Buffalo. I met at Black Rock with rather rough stone pavements, turned an angle to the right and then to the left, crossed the canal bridge with difficulty, and was then tempted to try the sidewalk, whose curb soon caused a dismount. I might have gone without stop to the city hall in Buffalo, three and one half miles farther on, and twenty miles from Niagara, had I, after crossing the canal bridge, stuck to the highway for a few rods, until I reached Forest street, the first on the left, then gone down this three fourths of a mile, over a tolerably smooth pavement, to the Lincoln parkway; up this to the right, and then on right branch to Bidwell parkway; then left at quite an angle down the avenue to the circle; thence at right angles on Porter avenue to Niagara street (thus far on perfect macadam); and down this on the flags of the left sidewalk to the city hall. Such is the route which I really did take after receiving instructions at Black Rock. Proceeding down Main street on the sidewalks, I reached the Mansion House four hours from the start, distance twenty-

two and one quarter miles. After a stop until nearly four o'clock, I began a two-mile progress which carried me beyond the city limits to the shore of Lake Erie and the sand slough into which its overflowing waters have transformed the highway. For almost two miles little riding could be done, and the walking was often difficult. Just a little before reaching the Half Way House, I mounted again and went four miles, by excellent road, to Bay View House. After eight miles more of good riding, darkness overtook me; also an honest farmer, who said I might stay overnight at his stone house, a mile beyond. Thence, therefore, I walked, arriving at 7:30 o'clock, thirty-eight miles from the start at Niagara.

KOL KRON.

WASHINGTON SQUARE, N. Y., 25 April, 1881.

THRILLING EXPERIENCES WITH THE BICYCLE.

ONE afternoon last June, a young Kinderhook bicyclist, riding without help for the first time, was working his way down Albany avenue, when, much to his dismay, he perceived a lady friend (perhaps a particular one) walking up the street towards him.

Now this young tyro had his full share of human nature, and although fully conscious that he could manage his steed none too well, he was seized with a sudden desire to show his skill in the presence of this fair spectator. Recalling the advice of his instructor, who had told him "he could do anything on the bicycle if he would only believe he could," he prepared himself to ride boldly by her, and at the proper moment, with all the grace he could command, tip his nice little polo cap to her.

But his heart began to beat loud and quick, and in spite of his bold resolve, as the distance between them decreased the excitement of the young gallant increased.

Soon he began to waver. His eyes grew dim. What if, on removing his hand from the tiller, he should lose control of the machine, take a "header" and make a more extensive salute to his friend than he had intended? Would it not be safer to let the salutation pass — pretend he did not see her, or something of that sort — than run the risk of suffering an embarrassing and perhaps otherwise disastrous fall?

Such thoughts chased each other rapidly through his brain, but finally his pride conquered his reason, and his resolve above mentioned rendered him deaf to the dictates of prudence and caution.

The critical moment arrived. Our hero assumed — or thought he did — a look of perfect indifference, then, glancing aside at the admiring female, smiled, touched his cap, removed it, bowed very prettily, and endeavored to restore his head-gear to its proper place.

So far he had succeeded well. But unfortunately his polo was crumpled in his hand and resisted every effort to be replaced. He dared not remove his other

hand, and his increasing excitement and haste only added difficulty to the undertaking.

The situation grew alarming. He lost his hold, and, still worse, his confidence in the management of the machine. His brain reeled. The bicycle sheered away to the side of the road, towards the fair person who unwittingly caused the whole trouble, struck a post, hurled its daring rider from his saddle and landed him at his lady's feet, clutching as with a death-grip his obstinate hat, and gazing wildly about him, — no doubt in an astronomical survey.

But to offset this mortifying experience, let us relate another feat which the same young man performed.

Several months after the scene we have just portrayed, one evening about dusk, our hero was riding with folded arms (for his confidence was now backed with skill), when, on entering Silvester lane, he saw ahead of him our heroine, for such we can call her now, proceeding this time in the same direction as himself.

The little episode on Albany avenue flashed across his mind, and he determined then and there to retrieve himself. He came up slowly and quietly from behind, and before our lady could offer either resistance or assistance, he leaned over for a moment and — kissed her, smack upon the lips. Then, instantly throwing his body back to a perpendicular position he rode away in triumph without in the least having lost his balance, — that is, his physical balance. — Diamond.

THE B. T. C. EXPLAINED.

IN the 26th number of the *WORLD* "Sugna" asks for information in regard to the qualifications necessary to become a member of the Bicycle Touring Club, and of the advantages to be obtained by an American in so doing. As a member of the B. T. C., I take the privilege of answering his queries. Any gentleman holding office in or being a member of a recognized amateur bicycle club, is eligible for membership. Unattached gentlemen may become members, (1) on the joint recommendation of any two members of the touring club, (2) on the joint recommendation of two officers of any amateur bicycle or other athletic club. The names of all candidates for membership are required to be published in the monthly circular. After thirty days, if no protest has been made by any member of the B. T. C., the candidate will rank as full member. To an American visiting England, it is desirable for him to join the B. T. C., as he is enabled to avail himself of the advantages offered by the club in the way of a reduction in hotel rates, and his ticket of membership will give him an introduction to the very gentlemanly consuls who are to be found in nearly every city and town in the country. The hand-book which is furnished to members contains a list of B. T. C. houses, names and residences of consuls, and a list of places where bicy-

cles can be repaired. To an American in the United States, with no immediate intention of visiting England, a membership to the B. T. C. offers few if any advantages, — no more than the L. A. W. can offer to an Englishman in his own country. In fact, the only reason an American could have in joining the B. T. C. is to express his good-will and fraternal feeling towards our English brethren, and for the purpose of knitting together more closely the two great organizations of the bicycling world, viz., the B. T. C. and L. A. W. For these purposes, and to return the compliment which some of the best known riders in England have paid us by joining the League, your money would be well spent; but as to any personal or pecuniary advantages, there are none which will not be afforded by the L. A. W. long before there will be enough members of the B. T. C. in this country to have any effective organization. I still keep and shall continue to keep my membership in the touring club, not because I can help them, or because they help me, but simply to show my appreciation of the kind manner in which the "fortunate five" were entertained on their tour last summer, by English riders generally, and B. T. C. men in particular.

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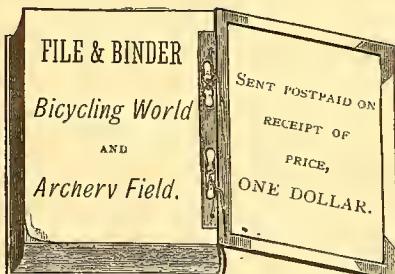
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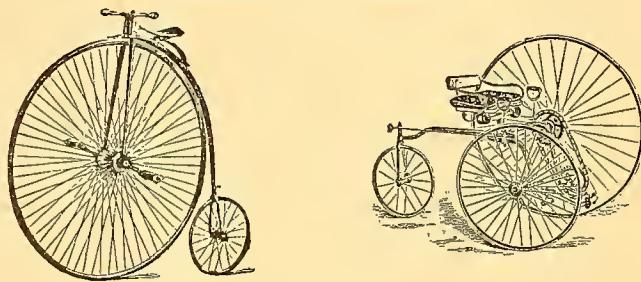
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