

Bicycle World

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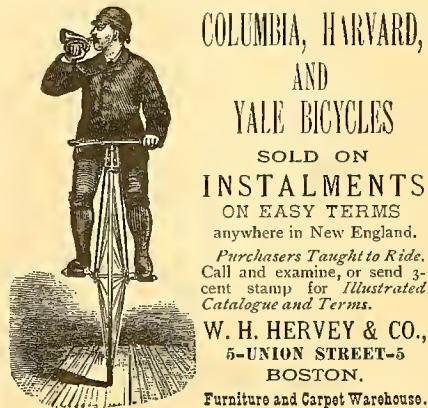
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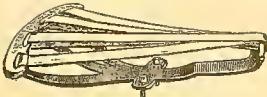
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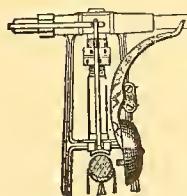
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CURRENT CALAMO

An amber-haired fellow named Vedder
On a veloc. was once quite a spreader,
So he mounted a bi-
Cycle, but—O my!—
In an instant he took a red-header.

QUINCY, MASS., will soon have a bicycle club.

THE League Hand Book is expected to be ready for members at an early day.

THERE are about one hundred wheelmen in a membership of three hundred and fifty, of the Staten Island Athletic Club.

THE street urchin's latest, on seeing a bicycler with "legs over": "O Jimmy! look at the hoop-skirt runnin' away with the man!"

ALL bicyclers want, Brother Kempton, is equal rights, but we wish also to show that the other side has its objectionable features.

OUR wheelmen might deprive our adversaries of one argument used in the horse-scare testimony, by the more general use of bells or other suitable alarm.

BICYCLERS riding in the vicinity of Readville and the Blue Hills are warned that the long hill leading from the base of Blue Hill to Paul's bridge and Readville station is regarded as especially dangerous to coast, owing to the number of large loose stones which teamsters use to block their wheels with when pulling a load up hill. Wheelman who rode in the "Wheel around the Hub" will remember this hill as being quite a climb. Were it not for these stones the coast would be perfect, as the road-bed is smooth and hard.

BALLOTS have been distributed among the L. A. W. Directors for their votes on the following: Committees on Membership, Rules and Regulations, Meetings, Rights and Privileges, the Autumn Race Meeting; to provide for prizes for distances and conditions other than the "League Championship Prizes," mentioned in Rule II.; to authorize the Meeting Committee to arrange for one or more additional race meetings, or events at race meetings, and one or more excursions besides the annual meetings; to request and authorize a committee, consisting of the treasurer, corresponding secretary, and W. F. Gullen, of Brooklyn, N. Y., to have published a handbook for use of members of the League.

PERSONAL

THE bicycling postman in Cambridge is Mr. C. H. Cutter.

HARRY TURNER, of the Chelsea, Mass., Club will wheel from that city to Laconia, N. H.

A MEMBER of the Essex, N. J., Bicycle Club was in this city last week, but he forgot to call on us.

COL. POPE will go to Paris during his European trip, and expects to be at home some time next month.

W. M. WRIGHT, of the Mercury Bicycle Club, of New York, deserted that city for a brief sojourn at Mt. Desert.

CAPT. HILL and Secretary RANDALL, of the New Orleans Bicycle Club, both gentlemen enthusiastic wheelmen, gave us a pleasant call last Monday.

SYLVESTER BAXTER, of Malden, is back from the Halls of the Montezumas, and we trust he will resuscitate the lax interest in the Middlesex wheels.

IT is reported that Capt. Hodges, of the Bostons and the yacht "Volante," keeps "open house" at the Highlands to the belated night-riders of the wheel.

L. W. SEELEY, of the Capital Bicycle Club, Washington, vacated to Litchfield, Conn., and Messrs. Falls and Cook, of the same club, have taken theirs at Cottage City.

DIRECTOR EDY, of Michigan, is undecided about racing at the League Autumn Meet. He hopes the races may be conducted with some deference to reason and the "eternal fitness" of things.

DIRECTOR C. H. LAMSON and Mr. H. F. LIBBY, of Portland, Me., have been wheeling up and down Crawford Notch, in the White Mountains, and claim to have had a very enjoyable time.

CAPT. AYER, of the Solus Bicycle Club, Boston, had a severe fall coming down a hill in Brighton, Sunday, and when he called at our office next day, although by no means cast down, looked all broken up.

CONSUL DEAN, of the Bostons, is in the happy possession of a new 57-inch Yale racer. It weighs thirty-eight pounds, with saddle and pedals. L. H. Johnson, of Orange, N. J., has ordered a similar one, and Louis Frye, of Marlboro', contemplates it.

MR. JULIUS WILCOX writes us from Brooklyn, N. Y., that the bicycling accident to a lady in Prospect Park, mention of which first appeared in the *Church Union* (whatever paper that is), and was enclosed to us from the *Golden Rule* office, has not been heard of in that vicinity.

THE New York *Sunday Courier* says Louis Harrison, Conant Foster, and S. Baxter are probable competitors for the Popes' literary prize, and enters C. H. Reed, C. J. Howard, and Joe Pennell for the "picter puzzle." C. E. Hawley is also said to be reaching for the former, and there are lots of "coming" men, too.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists 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, 12 AUGUST, 1881.

HORSES AND NIGHTMARES.

IT would be amusing, were it not for the prejudice it creates against our cause among influential ignoramuses in the community, to read the opinions of parties testifying in the Central Park bicycle case, together with the comments of their sympathizers outside as to the effect the sight of a bicycle has upon a horse's nerves. One man naïvely confessed his fear of his own horse where one of these terrible bugaboos was about, which evinces either cowardice or inexperience on the part of the man; and it is a fact that most of these runaway accidents are the result of the drivers' demoralization, when presence of mind and a proper exercise of authority would readily bring the animals to subjection. This same man, when asked the question, said he had never tried to accustom his horse to the bicycle, and would not risk such an experiment! If he persists in such foolishness his neck will be broken some day, for he is fated to meet more wheelmen than ever. A correspondent sends us some clippings from Pittsburg, Pa., papers, containing an account of a bicycle scare in that city recently, and relevant editorial and popular comment thereon. The occurrence is thus described:—

"Again the bicycle comes to the fore as the cause of a disastrous runaway, which, although resulting in considerable damage, caused no loss of life or serious injury. At an early hour this morning, a son of Mr. Otto Helmbold, of Smithfield street, was driving on Forbes street, when a bicyclist came dashing along on his machine, and just as he came near Mr. Helmbold's wagon, lost his balance and toppled over. The bicycle fell in front of the horse, but the rider jumped and thus escaped being trampled to death, as the horse became frightened and dashed down the street at a fearful speed. Young Mr. Helmbold was thrown out and painfully bruised, and the jagger wagon was completely demolished, the horse being also painfully cut and bruised about the legs and body. Drivers are complaining loudly about the dangers which they incur from the bicycle nuisance; and they hold that for the safety of this class, the men who run the one-wheeled speeders should be compelled to confine themselves to unfrequented streets."

The last sentence shows how opinions differ. Now, we think, instead of bicycles being restricted to by-ways, that sort of horse should be withdrawn from the highways altogether. One of these papers says:—

"Livery men and owners of road horses, in the East End more especially, but generally over the two cities, complain bitterly against the bicycle. They say that a horse perfectly accustomed to a locomotive or 'most any object that horses sometimes shy at will frighten at a bicycle, the principal reason being that it is new to them. A bicycle rider will often steer his machine almost on the heels of the horse, and comes up from behind so suddenly and noiselessly that the horse is almost sure to frighten, no matter how gentle he may be. The horsemen urge that the bicycle steeds be confined to certain streets and certain hours of the day or evening, if they must be recognized at all."

That last clause of the article is in the same old strain. Now, we have known and heard of horsemen purposely driving up behind and beside bicycles in order to crowd and worry the wheelmen; yet wheelmen are generally too gentlemanly, and always too cautious for their own safety, to ever crowd or even necessarily approach a strange horse. The Pittsburg *Leader* reports an opinion in this way:—

"Said a well-known business man of this city, who resides in the suburbs, and who drives home every evening in a buggy, to a *Leader* man a few days ago: 'You should write up this bicycle nuisance in your paper, for if ever there was a nuisance and a thing that men who drive out the road are afraid of, it is those infernal bicycles. Within the last

month there have been no less than fourteen smashups out the road, and a number of persons injured, some seriously, all of which was caused by these bicycles. A horse will frighten easier at one of them than anything else I know of. They come along mounted by riders, and they run so easily that they can't be heard, and they wobble in such a manner that a horse thinks it is going to run into it, and the animal becomes frightened and runs away. They also ride right across and in front of a horse. This causes him to shy, and the result is the buggy is backed into a fence or overturned and the occupants thrown out and injured. Why, it's not safe for a man to drive out the road nowadays, all on account of this nuisance. I know one livery-stable keeper on Third avenue who has three wrecked buggies and two badly injured horses in his stable caused by runaways on account of bicycles. Why can't these parties, if they insist on riding these bicycles, take some particular thoroughfare and ride them to their hearts' content, and not go on every street in the suburbs, and thereby be the cause of numerous mishaps and possibly deaths? This I tell you is a fact, and which every person who drives out the road will certify to. A well-known citizen told me yesterday that the next time any of these bicycle riders ran in front of his horse he would ride him down; 'for,' said he, 'if I don't do so my horse will run me down, and I am going to get the best of it if I possibly can.'"

Without commenting on the truly Christian *animus* of the closing sentence in that last article, we affirm that all that catalogue of scares and disasters goes to prove the foolishness of horses in general and the incompetency of particular drivers. Here is an editorial in which the writer moralizes philosophically and non-committally:—

"Why a horse should scare at a bicycle more than at anything else is rather a mystery. It is not at all singular that a locomotive should frighten an animal the first or tenth time he sees it. To the young horse from the country it must seem like some gigantic monster from the forest rushing on him, with fiery breath, loud bellowings, and at night a great gleaming eye in his forehead, to devour him. But a bicycle is not a frightful-looking thing; it is but a delicate, fragile-looking wheel, gliding rapidly along the road with a man astride of it. Why a horse should even notice it seems strange. The only theory on which we can easily explain why it should scare the beast is that he sees something weird and strange about it, — that not noticing the wheel, there is presented to his vision the apparition of a man walking on nothing, some three feet above the surface of the ground, and moving with a noiseless,

gliding rapidity that gives him superstitious thrills along his backbone. But this theory would require an equine belief in the supernatural. Can it really be that the horse imagines the bicyclist to be a spectre, and his spidery wheel to be the ghost of some buggy that he smashed in his young, wild days of breaking? Be this as it may, the fact has been abundantly attested by livery men and drivers, in the test case brought by the bicycle-makers themselves against the Park Commissioners of New York, that the best and quietest horses are rendered wild by the sight of the mounted bicyclist; and as will be seen by an article elsewhere published, the opinion of Pittsburgh horse dealers is to the same effect."

We candidly admit the correctness of these premises, but maintain that they constitute a strong argument against the free use of horses on public thoroughfares by any but cool and skilful drivers; further, with a view to reform in this matter, we suggest the establishment of a system of competitive examination of aspirants for the driving and using of horses in the thoroughfares, and only permit such as are duly licensed by the board of examiners to exercise the coveted privilege. Thus life and property would be safer; for even though the animals might occasionally scare at umbrellas, wheelbarrows, dog-carts, and even bicycles, the courage and skill of their drivers would prevent disastrous results. Meantime, if our suggestion should not be followed, and it becomes evident that the horse and the bicycle cannot both be tolerated,—why, the horse must go.

IN starting our horse-accident record a few weeks since, we anticipated that it would speedily become too large an elephant to handle conveniently; and we were prepared to cease publishing it after a few weeks. We were aware that the record would be but partial, for our own time could not be devoted to looking up the accidents, while still less could we expect our readers to notify us of even a tithe of those which might come to their knowledge. However, interest in it was growing, and latterly nearly every mail brings us accounts of one or more. Our object was to accumulate a sufficient number for comparative data or reference for use on a possible future occasion; and, having attained that object, we shall no longer publish them, but will request our correspondents to continue to forward them,—that is, those only where persons

are killed or injured. We have on record since our last publishing, and occurring since 21 July, forty-two horse accidents, by which twelve persons were killed and forty-six more seriously injured. Three of the runaways were caused by bicycles, while other causes of fright were cars, umbrellas, sunshades, scraps of paper, gayly-colored dresses, a fashionable dog-cart, a kite, a wheelbarrow, and many other common and simple objects,—all which goes to show what an ass the average horse is, and how unfit the average man is to be intrusted with the care of him.

THE Central Park test case still "drags its slow length along," and after three or four brief hearings before the referee (the last one the 9th inst.), continues "to be continued." So far, little has been done since the arrest, 2 July, beyond the taking of testimony from horse fanciers and livery-stable men, the burden of which has been the inevitable scare the sight of a bicycle inspires in the animal, and which it is not worth while to reproduce in our columns, there being no new phase developed. Messrs. Wright, Foster, and Walker, the voluntary victims (?), have the entire metropolitan press and general popular opinion on their side, and it is doubtful that either the common-sense of the court or the obtuseness of the commissioners can withstand the pressure of these potent influences in favor of the wheelmen. It is rumored that testimony of horse men in Boston and vicinity, generally favorable to bicycling, is to be obtained before the hearing is closed.

The Bicycle in the Park.

JOHN Y. CULVER, chief engineer and superintendent of Prospect Park, Brooklyn, was questioned by a *Tribune* reporter last week concerning the use of bicycles in the park.

"I have just received," he said, "a communication from the corporation counsel of New York, asking me as to the effect of bicycles on horses. I will tell you substantially what reply I shall make. The Brooklyn Park Commission has under its supervision the park and boulevard and drives as far as Coney Island. In Prospect Park provision has been made for almost every kind of reasonable out-door recreation. The parade ground, besides accommodating the military organizations of New York and Brooklyn, is probably the most extensive ground for field sports, such as foot-ball, cricket, lacrosse, base ball, polo, etc., in the country. The turf spaces are broad and capacious, and croquet, lawn tennis,

and other similar games are freely permitted everywhere, and the woods are in daily use in the season for picnics by special permission. Drivers and riders have been amply provided for: and when bicyclists applied for their share of privileges, I used my discretion as to the extent of permission I should grant for the use of the park for their needs. They have been permitted to use the walks of the park for years without restriction; they have also had the use of the parkways, the principal one being Ocean Parkway, leading from the southwest entrance of the park to the Concourse, at Coney Island. Upon the drives of the park the bicycles are not permitted to go.

"A great deal of the riding and driving is done by ladies and children and other not very experienced drivers, and our effort has been to make the park especially attractive and safe for this class of visitors. Miss Porter's death last fall was due, incidentally, to her horse being run into by a team, which, it was claimed, had been frightened by a bicycle. This sad occurrence suggested some occasion for caution. *But from my own experience in driving and riding about the city, I find so many new and outlandish forms of vehicles, advertising vans, signs, etc., along the street, to which horses are forced to become familiar, if one uses the street at all, I feel that the bicycle rider is not without rights in the community.* The one serious objection that I have observed is the almost noiseless manner of their moving, which is calculated, unless some proper mode of signalling is established, to cause accidents to horses which do not discover the presence of the bicycle until it passes swiftly by them. A shying horse, with the driver's attention not particularly centred on it, is likely to cause trouble."

"Have you in mind any method of signalling?"

"The only one I have thought of is to have some kind of bell attached. The bicycle is found to be particularly obnoxious to the drivers of trotting horses, who, generally, as my observation goes, want all the road they can get, to the exclusion of everybody else. *As a matter of fact, I think more accidents occur from their daring and reckless driving and assumption of the use of the road than will ever occur from bicycles.* I know from experience that they never want to turn out or stop their horses; they always want you to do that. *New horses have to become acquainted with novelties, and I believe that most horses will easily become acquainted with bicycles.*"

"Have you ever allowed bicycles on the drives?"

"Only at times and temporarily. At the time of the convention I allowed bicycles to go through on the west side."

"It has been stated that Miss Porter's death induced you to close the drives to bicycles."

"That is not so. Her death did not occur in the park. A high-spirited team

of young horses, belonging to Mr. Boynton, was frightened by a bicycle and ran. In one of the streets it was frightened again by a pile of rubbish, which caused it to shy and strike against Miss Porter's horse. This resulted in her death. A junk wagon or a van would have frightened such a team as easily as the bicycle did. I have a spirited horse of my own that does not notice bicycles, but it does shy at vans. One question that the corporation counsel asks in his note is, 'Have you seen horses shy at bicycles?' I can reply that I have seen them shy at the rabbits in the park, and at the peacocks, and at the sprinkling carts. But we don't want to kill our rabbits, or murder our peacocks, and we cannot get along without our sprinkling carts.

"But here's one thing I have seen. I have seen fast drivers come up at a 2.40 rate, and frighten horses by the suddenness of their appearance. Yet I would not like to deprive Mr. Vanderbilt and Robert Bonner of the privilege of driving Mand S. and St. Julien. They have rights as well as bicyclers. If you start from Fulton Ferry and drive toward the park, you will encounter junk-carts, bands of music, vans, etc., and your horses must get used to them. In New York, they became used to the elevated roads and other things. When I was in Paris, in 1875, I saw bicycles used for messenger service on the boulevards, and they seemed to attract no one's attention.

"We believe in a chance for all. We watch these things, and if we find no harm comes, we extend privileges. The bicycle riders have the East Parkway extending to Bedford avenue, with its concrete surface. The fast drivers we allow the use of the Ocean Parkway at any speed they like. What they have themselves they might reasonably permit others to have. We propose to let the people get all they can out of the park. It cost enough, and the people ought to get the full benefit of it."

"Have you received any complaints against the bicycle riders?"

"Occasionally from a staid old fellow accustomed to jog along at a four-mile rate, whose Rip Van Winkle emotions had been disturbed."

In conclusion, Mr. Culver said with emphasis: "I would suggest that the New York Park Commissioners learn to ride the bicycle themselves. They would then have less time for wrangling, and would learn more about Central Park than they seem to know now." — *New York Tribune*, 1 August.

WHEEL CLUB DOINGS

MARLBORO' BI. CLUB.—At the annual meeting held Monday, 1 August, the following officers were elected for the ensuing six months: Arthur P. Curtis, captain; Frank A. Leland, secretary and treasurer; George E. Frye, bugler. It was voted to hold a club race every two weeks for the club champion-

ship badge, which was to be the property of the person winning it three times.

MOUNT VERNON BI. CLUB, MOUNT VERNON, N. Y.—At a meeting held 6 August, 1881, the Mount Vernon Bicycle Club was formed, with the following officers: Wm. Gilbert Clark, president and captain; Chas. F. Lauten, lieutenant and bugler; Philip H. Lucas, secretary and treasurer. The other members are Frank T. Davis and Frank W. White. Although very small now, we expect to increase our number in a very short time. PHILIP H. LUCAS, Sec.

ROCHESTER (N. Y.) BI. CLUB.—At the regular semi-annual election of this club, the following officers were elected: H. G. Danforth, president; F. F. Chase, captain; R. A. Punnett, first lieutenant; C. A. Smith, first guide; John Kondolf, second guide; S. H. Pool, secretary and treasurer, care Bank of Monroe, Rochester, N. Y.—*Club Committee*: H. G. Danforth, president; F. F. Chase, captain; S. H. Pool, secretary and treasurer; W. H. Reid, W. H. Learned, Chas. T. De Puy, Warham Whitney.

S. H. POOL, Sec. and Treas.

BOSTON BI. CLUB.—A. L. Woodward was elected 2d lieutenant, in place of E. P. Sharp, resigned.

RACES

Coming Events.

30 August. Columbus, O., State Fair.
6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.
20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. The secretary of games, P. O. Box 3101, New York city.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games). 24 September, at 10 A. M. and 1.10 P. M. Fee \$2 to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races. First day: one-half mile dash (scratch). Prizes—Winner's choice, value of \$25; second man, \$15. Second day: One-quarter mile race (scratch) best two in three heats. Prizes—Winner's choice, value of \$20; second man, \$15. Third day: Two-mile race (handicap). Prizes—Winner's choice, value of \$20; second man, \$10. Races will be called at 4 P. M. each day. Entries close 20 August, and may be addressed to C. H. KNIGHT, secretary, Mansion House, Morristown, N. J. B. C. GUERIN, President; H. B. STONE, Treasurer.

MARLBORO' BI. CLUB, MARLBORO', MASS.—The first club race took place Friday, 5 August, at Riverside Park, Hudson, Mass.; distance one mile; Mr. George E. Frye, the winner, rode in 3.30½, which was very creditable, as the track was quite sandy. Arthur P. Curtis came in second, in 3.33½, and Gilbert

H. Wheeler third, in 3.42¾. After the race, Mr. Lewis T. Frye, of the Marlboro' Bicycle Club, rode a mile against time in 3.19¾, which would undoubtedly have been much faster, had he not met with an accident to his pedal on the last quarter, which obliged him to slow up considerably. I would advise all wheelmen passing through Marlboro' to give Mr. Frye a call, as they will be sure of finding a genial companion, who is fully alive to the interests of the wheel. L.

A ONE-MILE BICYCLE RACE took place at the Exhibit on Building, Halifax, N. S., 22 July, for prizes offered by the Stetson, Brooks & Dixon Combination, who were exhibiting in the building on that evening. The prizes were a silver bowl and tray to first and a silver cup to second, and they were won by R. McFatrige, Halifax Bi. C., first, in 4m. 10s.; J. S. O'Bryan, second, in 4m. 15s.

A week later, 29 July, a second race was held on the same course as the first, but the number of contestants was just doubled. First prize, a silver cup and medal for the championship of Halifax City, won by John Stairs, Jr.; second prize, a silver cup, won by Fred. Ward. On 4 August, a meeting of all wheelmen was held in Halifax with a view to having a contest for the championship of Nova Scotia; 11 August is the date fixed for the race, which will be likely more exciting than either of the previous ones. It is to be regretted that Halifax has not a good bicycle course. The above races were run in a building which necessitates over fifty sharp turns to the mile, and puts men who ride a big wheel to a great disadvantage. Under the management of Mr. W. R. Anderson, of Brooklyn, N. Y., who has been in Nova Scotia for the past month, bicycling has taken a most wonderful stride here. O.B.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—First, a suggestion: For the benefit of the anxious inquirer as to "how to keep his stockings up," I will state that I have used this year, in 1,300 miles of bicycling, over all varieties of road, straps passing from the stockings to the waistband of the trousers, to buttons on the inside of which their upper ends are secured. These stocking supporters can be obtained at the ladies' trimming stores, and all that the inquiring bicyclist needs is to get his wife, or better still, some other fellow's wife, to make the button-holes.

Second, some information. I hear more or less groaning, especially among new riders (who are thick this season) about riding Milton Hill on the way to Quincy, the Braintrees, or the South Shore beaches. This climb—and it is a climb—can be avoided by going through Dorchester via Adams street instead of Washington street (taking Bowdoin street from Washington to Adams) and leaving Adams street just

before reaching the cemetery, a mile before Milton Mills is arrived at, a Granite street. This street leads to the left, in a straight line to East Milton (Blue Bell), where it rejoins Adams street, the other side of Milton Hill. Granite street is a little rough in spots, but is perfectly rideable, and reduces the distance about a mile. I almost always take it if I am going twenty miles or more.

Third, as to road courtesy. It has been my custom, when meeting a brother wheelman on the road, to salute him either by a bow or a touch of the hat, and I believe I never failed to elicit a courteous response until the other day. While riding on Washington street, Dorchester, a mile or more beyond Grove Hall, I met two wheelmen dressed in white uniforms and white polo caps, trimmed, I think, with blue, — members of some club, I think, but am not sure, — riding rather showily, one with arms serenely folded, and imbued generally with a somewhat toplofty air; the other following. I touched my cap courteously, and received for a response a cool "don't know you" stare, intended to be a reproduction, doubtless, of the latest English idiocy. Upon which I reflected that a handsome uniform is not always fitted upon a gentleman, and that I had often noticed that the hands-off, arms-folded style of riders do very well as lady-killers, but soon "get left" on an all-day run.

MASSACHUSETTS.

"DARKNESS." — In the BICYCLING WORLD, Vol. II., No. 7, 24 December, 1880, Mr. F. A. Jackson, of the New Haven Bicycle Club, suggests: "The following may be recommended as forming an almost perfect oil for burning in the bicycle lamp: Best lard oil, four parts, best kerosene, one part. For each pint of the oils add one ounce of camphor gum dissolved in the kerosene previously to adding it to the lard oil. This I have thoroughly tested, and know to be good. It will burn to the last drop: give a clear white light, and the wick does not incrust."

"WOODSIDE" may find what he wants in the following code of signal whistles adopted by the council of the Vale of Leven Bicycle Club in use at club runs and drills:

1. — first time, Fall in.
2. — second time, Mount.
3. — Single file.
4. — Two abreast.
5. — Slacken speed.
6. — — — Dismount.
7. — — — Halt!
8. — — — — Sounded from front. Answer from the rear.
9. — — — — Sounded from rear. All right, go ahead.
10. — — — ad lib. Distress. Halt and wait.
11. — — — — ad lib. Clear the road.

The first ten calls are for the whistles of the captain or sub-captain only. No. 11, members are requested to use at all times when necessary.

L. A. W.

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

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

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

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

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

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

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

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

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

NOTICE TO DIRECTORS. — Directors will please hurry in the appointments of consuls. A League hand-book will be published this fall, and it is very important that a full and correct list of consuls should appear therein. In sending the names, please state whether they are new consuls or reappointments, and give the full addresses, both residence and business. Fraternally,

KINGMAN N. PUTNAM, Cor. Sec.

Under application of Missouri Bicycle Club in the WORLD of last week, substitute for Richard Garvey (already a League member), Thos. P. Allen, Allentown, Mo.; and add F. M. Gifford, Edina, Mo., already a League member.

KINGMAN N. PUTNAM, Cor. Sec.

CORRESPONDENCE

Chicago Notes.

CLUBS. — President Bates has opened this question with his view of the case, derived from experience in Detroit. He rather "sits down" on the "unattached." In defence of this ubiquitous body, I would say that we have quite a favorable impression of them here. They are the material from which our clubs have grown, and from which we are constantly

receiving additions. We always invite these riders to our runs, and will continue to do so; not that we wish in any way to place them under obligations to us to join, or to infer in any way that our motive in inviting them is to secure their membership. We do not believe it necessary for every wheelman to join a club, any more than it is for every person to join a church, — although it may be desirable. Our policy has been (speaking for the Chicago Bicycle Club) to offer to members all the facilities for the enjoyment of bicycling that concentrated effort could procure; to overcome the prejudice of the people, and the tendency to adverse legislation which the introduction of this new vehicle naturally meets with; the promotion of a wide acquaintance among wheelmen, whether members or not. We have been successful in attaining our several objects, and hence congratulate ourselves. In the mean time bicycling in the city has grown and thriven, and the unattached now outnumber us more than twice. I dare say they are entirely unconscious of what benefit we have been to them. Our club has no drills. Our runs are composed as much of the unattached as members, — always have been. But we have yet to meet with an unattached rider who has repeatedly availed himself of our club privileges but what has finally become a member. We have now over 200 riders in all in Chicago, about 150 of whom are unattached. There is more of a tendency to ride in small parties of two or four than in a big club run, and it is quite difficult to get together a body of more than fifteen, on account of varied business pursuits and engagements; but every pleasant evening our popular drives are thronged with bicyclers in small parties, or frequently alone, and one cannot help wondering where they all come from. It shows a deep-seated interest in the wheel on the part of elderly gentlemen as well as young men although they may be a little slow in becoming club members.... There is only one tricycle in Chicago.... G. H. Craig, Chicago Bicycle Club, has sold his 54-inch "D. H. F. Premier" racer, and is now dismounted. Mr. Craig was badly beaten at Louisville during the Masonic festival; but the account of the affair in the WORLD fails to assign the reason. He fell in the first race while in the lead, and was disabled for that race and succeeding ones. He is now at Geneva Lake, rustinating.... All the blank board fences in and about Chicago are now covered with signs in big 60-inch letters, 'Columbia Bicycle,' alongside of stove polish, bitters, and hotel legends.... We wish there could be some distinction maintained between our machines and the wooden ones. "Dicycle" is good, if it will work. Before the Central Park commissioners of New York appeared a man recently who gave his testimony that while in Chicago his horse was run into by a bicycle, causing a runaway and serious damage to himself. This was caused by a small wooden

machine in the hands of a ten-year old boy, so far as we can trace it up. The *Times*, in its cable despatch from London, announces the arrival from Edinburgh, in excellent spirits, of Rev. A. Edwards and son, of the Chicago Bicycle Club, having made the distance to London on the wheel....Messrs. Olds, Packard, Nichols, Blinn, Spruance, and Ayers, are the "stand-still" experts of Chicago. Capt. Blinn has a monopoly of standing up in the saddle with auxiliary scenic effects; while Mr. Conkling cuts up all sorts of terrific shins on his 60-inch "D. H. F." Fancy riding is getting popular, while racing is dormant....Messrs. Olds, Packard, Hamlin, Parker, Runion, and Seavers have just got their new machines,—all "D. H. F."—and are now round town more than they used to be...Mr. White, of the Boston Bicycle Club, stopped here on his way West, and made our acquaintance. Mr. Cragin, of the same club, is now "one of us," being connected with Mr. Fairfield's establishment....Mr. Burnell, of the Marshalltown bicyclists, looked over our streets last week. Vice-president Fairfield has just returned from a trip through New England and the East....The regular inter-club race of the Chicago and Ariel Clubs was omitted in July, on account of most of the riders being off on vacations and tours...Mr. Meinecke, of the Milwaukee Bicycle Club, took a wheel around town last week. He has a brand new "D. H. F. Premier," nickelled all over. He says Milwaukee can show better bicycling than Chicago, but then he did n't go around and see what we have to show. Like every one else who sees our business streets only, he reports the wheeling bad. STENO.

Montreal.

MONTREAL BI. CLUB.—*Editor Bicycling World*:—The following is a summary of club rides:—

| | July. | Season to end July. |
|------------------------------------|-------|---------------------|
| Number of rides..... | 13 | 37 |
| Total attendance..... | 74 | 220 |
| By how many different members..... | 16 | 19 |
| Largest attendance..... | 10 | 10 |
| Smallest attendance..... | 2 | 2 |
| Total mileage..... | 194 | 464 |
| Longest ride..... | 50 | 50 |
| Shortest rides..... | 4 | 4 |
| Number of morning practices..... | 13 | 43 |
| Total attendance..... | 75 | 255 |
| By how many different members..... | 21 | 32 |
| Largest attendance..... | 12 | 12 |
| Smallest attendance..... | 1 | 1 |

Further competitions for club mile championship and belt are postponed till three *bona fide* competitors show up; and the August road race has shared the same fate till six b. f. c.'s. signify their intention of going in for it....We have now thirty-six active riding members, most of whom are mounted at last....Our captain and secretary are in communication with the citizens' committee respecting races to be held on the Exhibition Grounds about 20 September. I hope their efforts will be crowned with success....As another correspondent has already informed you, a deputation of our club waited on the Park Commissioners

and persuaded them to rescind their resolution prohibiting bicycles from being used in the park, in part; and they are now allowed there till 10 A. M. I am sorry to say that Jack Muirhead, one of our new members, and a great acquisition to the fraternity, has been down with typhoid for the last fortnight, but we have strong hopes that he will get over it....Our fifth lieutenant is also on the sick-list, the extreme heat of the last few weeks having affected his head—usually so level—so badly that his doctor packed him off out of town at a day's notice....By the way, Kanuck will find, if I can smell him out, that I can bite as well as bark. I long to fix my fangs in the thickest portion of his understandings; I think it would do him good....K. K., too, talking so disrespectfully about my master and his spectacles, had better take care, or the next time the latter catches him at 1 A. M. on Commonwealth Avenue, trying to cut off a "cop," spooning a nice plump cookie, he'll not persuade him to go in and change his coat and hat before he gets run in....It is all very well for him to crack up the bugler so much, too, considering it's himself; but I have heard him emit some very curious notes at times. That copper of his on the Mackay Hill was caused by riding with a loose handle, which came off as he was about to dismount for a frightened horse, and served him right for not keeping his wheel in better order, as I would have told him if I could speak English....Hungry Tommy has been in Toronto for the last week, so I have missed the crumbs of the breakfast he always brings up to morning practice loose in his jacket pocket along with oily gloves, cut tobacco, etc....We lay claim to the invention of another novel amusement on the wheel: "lanceless tilting," we call it, and some of our new members do it to perfection; it merely consists of charging another fellow, and then picking yourself and seeing how much the machines are damaged. It's good for trade....The Royal Canadian is the newest thing in machines here. It is made specially for this market. We have over a dozen in use already. It is manufactured by Lane Bros., of Liverpool and Montreal....Allan Arthur has just imported two "Clubs"; both sold and a demand for more.

CLUB DAWG.
MONTREAL, 8 August, 1881.

New Bedford.

JUDGING from correspondence from that section, New Bedford wheelmen are zealously interested in the success of bicycling. We have the following sample, under date of 3 August, 1881, and hope Capt. Butler will continue to keep us informed of wheel progress and gossip in his city: "I was glad to see our secretary's letter in your last issue. Our regular monthly meeting occurred Monday evening, 1 August. Two new names were proposed and admitted to our membership, making in all nine *active* mem-

bers. It was voted to join the L. A. W. at once, and the necessary steps have been taken already to that end. We have every reason to be encouraged: our club is steadily increasing in membership, bicycling is becoming a very popular sport in our city, and if we continue to pursue the same courteous and business-like course as heretofore, our success for the future is assured. On the other hand, we have not a little to contend against. Our city is most favorably situated for yachting and boating of all descriptions, and this forms a great attraction for just that part of our population who would take up bicycling if these aquatic sports did not consume so much of their time. Again, our roads are, except within the city limits, very poor, although we have two good runs of about six miles each. These we take every rightful advantage of, and make most of our club drills and short runs upon them. We attempted to run to Fall River (a distance of fourteen miles) and return, on the afternoon of 4 July, but about half way over were overtaken by a violent thunder shower. We succeeded, after getting drenched through, in finding a shelter, where we waited until the worst of the storm was over. It was then decided to return home, and this we did at once. Altogether we are a little dissatisfied with our road work, but we have gained by it considerable valuable experience. Mr. Dwight, our secretary, and myself anticipate an excursion of a few days this fall in the direction of Boston. We hope to meet good roads and a welcome from our fellow-wheelmen. It is impossible to exhaust this very interesting subject. I may as well 'dismount.' I find it so fascinating that I could write from sunrise to sunset, and then have something(?) to say. W. M. BUTLER,
"Captain New Bedford Bi. Club."

Gloucester, Mass.

WITH the delightful, though decidedly warm weather of the past week, 'cycling in this city has been altogether enjoyable....The Cadet camp at Magnolia, four and one half miles distant from the city proper, seemed to have its quota of visiting wheelmen....The road from Gloucester to this beautiful little spot, though of gravel and very soft in some places, is withal a very satisfactory roadway for the bicycle; the greater portion lying directly through the woods, and bordered with huge trees, making the ride deliciously cool and enjoyable....Another fine little spin is to Annisquam, four and a half miles to the north. The road, with the exception of two good rises, is hard and level, and lies for the most part along "shady lanes" and "rivers' bank."....The Highland House, Cambridge avenue, at this place, is where the cyclist should put up, either for a good substantial meal or lodging....The next best run we have is that "around the Cape." First, four or five miles to Rockport, thence to Pigeon Cove (stop at Pigeon Cove House, or Ocean View),

and on around the Cape to Annisquam, and home *via* Washington street,—distance about fifteen miles; easily made in two hours.... Gloucester has twenty-one bicycles, and with the exception of two, all are this year's riders.... A. F. Dodd has sold his 50-inch "Columbia" to Mr. Charles Jacobs, and is talking about purchasing the "Star.".... Mr. Henry Parsons, who recently sustained an injury to his leg in falling from his machine, is about again, and very anxious to sit astride the "pig-skin" once more.... Mr. William Bradstreet, of the Waltham Club, has been "wheeling" it about town the past week. Will says he don't like our roads!.... Bicyclists visiting Gloucester are notified that the Atlantic House, corner of Main and Washington streets, is the place to put up at; the L. A. W. consul in this city has made necessary arrangements, and riders will be well taken care of. J. S. W., JR.

5 AUGUST, 1881.

Cleveland.

Editor Bicycling World: — In the way of Ohio news, there is a State Meet talked of to be held at Columbus during the State Fair, which I understand will give gold and silver medals for a bicycle race. Waggoner & Krag, of Coles, have it in charge.... Had a letter from Mr. Gale Sherman, who said that he arrived home (at Lima) on 13 July, at 12.05 A. M.; by which I suppose he rode from Boston on his wheel.... Miss Von Blumen, the lady 'cycler, is, I believe, coming here soon.... Mr. J. M. Osborn, consul for Fremont, writes me that wheelmen stopping there can put up at the Ball House at the following rates: One meal, fifty cents; one person, lodging and breakfast, seventy-five cents; per day, \$1.50; in parties of four, \$1.25 per day.... The Cleveland Bicycle Club, in the spring, commenced taking early morning runs, starting at six o'clock, which have been enjoyed very much, and have been quite successful; the club now has eight active and six honorary members.... Under suggestions, please let me say that a record of fastest time, both amateur and professional, for the various distances in Europe and America, would be very acceptable to all your readers.

ALFRED ELY, JR.,
Sec. Cleveland Bi. C. and Director L.A.W.
CLEVELAND, O., 1 August, 1881.

To Newburyport, Mass.

Editor Bi. World: — Messrs. Shaw, of the Crescent Club, Pratt, Nagle, and the writer, of the Chelsea Club, started with the intention of making Newburyport at 3.15, Saturday, 6 August; but upon reaching Ipswich, the Crescent man took the cars for North Hampton, where he intends to pass his vacation; the rest of us continued on to Newburyport, and in that city found the meanest roads we ever encountered. We passed through to Salisbury Point, just five hours after starting, going the distance, according to my cyclometer, of forty-five

miles, making nine miles an hour; we stayed over night at the Point, and Sunday P. M. Pratt and myself started for home, having left Nagle at the Point, — he intending to stay there one week. We had splendid roads all the way home, but at Lynn it commenced to rain, and we pushed on as fast as we could, and reached home well soaked; and upon undressing, our undergarments looked as if they had been dyed by some dyer, the color coming from our corduroy suits. And here let me advise any one thinking of a bicycle suit, — don't get brown corduroy.

C. H. FOWLER, JR.
CHELSEA, MASS., 8 August, 1881.

A Suggestion.

Editor Bicycling World: — Some years ago there lived in Maine a travelling tinker. The old man was a little "off," and people got in the way of asking with great solicitude about his family. In time, he tired of this, and had the following written and pasted in his hat, which he would hand them: —

I am fifty-three years old.

I have a wife.

I have five children.

Three of them are boys.

Two of them are girls.

My wife is well.

My children are playful and happy.

Would it not be well for wheelmen to have something of the kind, — say as follows: —

Yes, it goes hard.

No objection to your preferring a carriage.

It costs \$99.98.

All machines same price.

Takes two weeks and fourteen days to learn.

One man can learn as easy as another. Walk when we feel like it.

Go just as fast up hill as down.

Makes no difference whether roads are good or bad.

Large wheels cover no more ground in one revolution than small ones.

Small wheels do not have to revolve any faster than large ones to keep up with them.

Short men ride larger wheels than tall men.

Makes no difference about the length of a rider's legs.

Don't get any pay for riding.

Never fall off.

Twenty-two miles an hour average road gait.

Rides easiest in mud or sand.

Came from home.

Going back.

ÆOLUS.

WORCESTER, MASS.

Peekskill, N. Y.

D. C. HASBROUCK writes from Peekskill, N. Y., 3 August, 1881: "Though we are pretty high up in the world (the 'Highlands of the Hudson' begin in our town), yet we are not above using the bicycle; that is, four of us, out of a total population of seven thousand, are not. By the way, does that proportion hold good throughout the United States? And

though the members of the Washington Bicycle Club would probably look with disgust on our occasional hundred yards of level road, they would, I am sure, enjoy our glorious coasts. And the fraternity at large may depend on us to do our share in building up the sport in our part of the world."

Alton, Ill.

MR. C. F. SPARKS, of Alton, Ill., sending his name as a subscriber to the WORLD, says, under date July 31: "Your paper is very interesting; so interesting that I thought life not worth living without a wheel. So I ordered a 52-inch 'Standard' last week, and am anticipating my first header the coming week. Two wheelmen of St. Louis started on a bicycle trip to Chicago, but after traveling about fifty miles, returned to St. Louis by rail. Alton is so hilly that it is not favorable to riding, but I am anticipating some joyful times at Ann Arbor next year."

The Championship Races.

Editor Bicycling World: — I have just at hand a Vote No. 8, "That an autumn race meeting of the L. A. W. be held in New York on or about the first Saturday of October, 1881," etc. The vote I forwarded as requested, first changing the date to the 10th of September, for several reasons that seem to me to be of some importance.

In the first place, there are some three or four "champions" in the country all anxious to get at each other. It is necessary for the peace of mind of the bicycling world that several of these fast men be killed off. It is best to reduce the number early in the season. The English riders wisely hold their more important championship meetings early in the season, and place the matter beyond dispute or question.

In the second place, there are several races to be held before the first Saturday in October, notably those at Worcester, and the one in New York 24 September. The results of these races ought to indicate pretty nearly who is the fastest rider in the country, and so take away the interest in the championship race. Possibly not a few riders will stay away from Worcester and New York on the 24th, wishing to remain in the dark for the League race.

Then, too, the last week in September is the favorite week for holding fairs throughout the country, and this year bicycle races are going to be prominent features of many fairs. To appoint the League championship race just the time when many clubmen have engaged themselves to conduct home races is not fair towards many who may wish to attend.

At present there are few reliable records upon which to handicap, yet the New Jersey State Fair advertises a handicap race. The championship races should invariably be held early enough to give records to the one or two men who stand so far ahead as to be able to

take all races with ease. According to the proposed arrangement, a man who has been training actively all summer for the championship race can go to all races, gather in the firsts, and turn up at the championship meeting the last thing in the season and show that in common fairness he never ought to have been allowed to compete in scratch races with men who had no ambition further than local. Championship races, held after the best racing month of the year is passed, and most of the races over, seem somewhat unnecessary, not to say absurd. Thursday or Friday is a better day than Saturday for all who live any distance from the place of meeting; but if it is to be Saturday, then the 10th of September is late enough. Most bicyclers, I am sure, would be glad to know the American championship time before all the fall races are decided; and whoever is to be the fortunate man, he would doubtless like to see his championship medal before he is obliged to hide it under a great-coat.

FLINT, MICH.

ARTHUR J. EDDY.

Bicycles and Swill Carts in Winchester, Mass.

Editor Bicycling World: — In Bayard Taylor's "By-ways of Travel," many of your readers will recollect his account of the "Little Land of Appenzell," in Switzerland, and of the curiosity and delight experienced in his pictures of that rugged land, with some mention of the rude and simple customs of its inhabitants. It would seem that somewhat of this rugged simplicity may be found in New England. A few day's since, on a bicycle tour with a companion tricyclist, we came upon a charming nook not ten miles from the Hub, which for the purposes of this article I shall name the "Little Land of Winchester"; and while we halted to admire the beautiful scenery of this intervalle, my attention was politely called to one of the town regulations by one of a little bunch of unwashed beats (who had been attracted by the novelty of my companion's tricycle) in this wise: "Bicycles and swill-carts keep off the sidewalks!" and a few steps farther on my summoner pointed to a pasteboard placard tacked to the bark of a tree, — and in tone it resembled a "bark" more than the mandate of a law-maker. Sure enough, there was the incongruous prohibition, "Bicycles and swill-carts are not allowed on the sidewalks." What a humiliation! to compare the elegant machine, so often designated in your advertising columns, as the "steel horse," the "first-class roadster," the "model of finish," the "beautiful in form," etc.; yes, think of irreverently and publicly naming such a "thing of beauty" in the same breath with a reeking, oozing, squirting, dripping swill-cart! Whew!! With Othello, we say, "It is too much," and with Captain Cuttle, "When found, make a note of." I will only add that the sidewalks are in excellent condition, evidencing the thrift of the individual,

while the roads were execrable, indicating that the great bulk of the heads of families do business in the city, and intrust the keeping of the public works to those who go afoot. I would treat these rude, untaught men kindly: teach them to ride the bicycle, — if they have not ridden the swill-cart, allow them a little of that luxury, — give them a cone-bearing machine unoiled, with a hard saddle, a short handle bar, and narrow tire, and force them to ride over their own stony, rutty, sandy ways they call roads, — the worst, without exception, around Boston, I have ever ridden over.

CHAS. N. BARNARD.
MALDEN, MASS., 6 August, 1881.

GLANCES ABROAD

MALE tricyclists have frequently won the ladies' (s)mile. Now that our sisters have taken so unmistakably to the trike, ought we not to establish a race to be known as the ladies' (s)mile?....Sir Thomas Parkyn invented a tricycle which was propelled by a model steam engine, said engines being so constructed as to emit no sound, nor to allow the escape of any steam; thus, practically, the tricycle was no different from an ordinary man-propelled machine. Yet, because there is a law to protect the public and the roads from damage by traction engines, the appeal which Sir Thomas made from a police-court conviction has resulted in the declaration that the steam tricycle must not travel beyond four miles an hour, and must be in charge of three men, one of whom walks in front waving a red flag! It is lucky that the inventor of this tricycle is well-to-do. Had it been an ordinary mechanic who had undertaken the affair, this ridiculous decision would probably have resulted in his ruin. As it is, the only thing possible is for Sir Thomas to endeavor to obtain the insertion of a clause in the next Highways Act, empowering some authority to grant exemptions for such tricycles from the traction-engine restrictions....The Alexandra Palace is becoming a favorite resort of tricyclists, numbers of whom ride up in the cool evenings to hear the concerts in the illuminated grove and Triple Lakes....The slopes of the Alexandra Palace are favorite practising grounds for ladies in their tricycling novitiate, who take advantage of the seclusion which predominates on "off days" to do quiet little rides round the grounds....An aesthetic belle was heard descanting upon the pleasures of tricycling as being "quite too intensely too too." A Philistine standing by remarked that he should have thought "quite too intensely *three three*" would be more appropriate.—*Tricycling Journal.*

THE ANNUAL RACES for the one-mile and twenty-five-mile amateur championships, under the auspices of the Bicycle Union, were decided at Leicester, Eng., 16 July. The track was in excellent condition and the weather was good, but

there were few people present. The mile event had seven starters, and was won by G. L. Hillier in 3m. 11 $\frac{1}{2}$ s., the last quarter-mile being timed in 36 $\frac{1}{2}$ seconds; C. E. Liles was second by six yards in the final heat. For the twenty-five-mile race there were seven competitors, and again did Hillier prove best man, doing the distance in 1h. 27m. 45 $\frac{1}{2}$ s.; C. Crute, second, by twenty-five yards; C. E. Liles, third, by seven yards. On 20 July the professional championship at the same distances was raced for at Hull on a new cinder path. The long race was won by C. G. Shaw, in 1h. 46m. 35s.; F. Capon, second, being then 24 miles 4 laps; C. C. Merriken, third, 24 miles 1 lap. The mile race was also won by Shaw, defeating four others.

(*The Cyclist, July 27.*)

"Faed" managed to cover two miles on the A. P. track in the Hermits' race, in 6m. 26s. on an old roadster....Mr. A. E. Painter secured the Beaufort monthly handicap, with thirty yards start, at Lillie Bridge, last Thursday, in 3m. 28s....Mr. J. Sykes, captain and champion for 1880 of the Liverpool Young Men's Christian Association Bicycle Club, again won their championship last week, in 35 $\frac{1}{2}$ m. for ten and one half miles....Mr. J. C. Tacagni, who of late has been a prominent path man with the Canonbury colors, won that club's twenty-five mile championship last week at the A. P., in 1h. 30m. 21s....Mr. R. Hoare won the Lee Bicycle Club mile championship in 3m. 13 $\frac{1}{2}$ s. and E. Porter the fifteen-mile, in 58m. 46 $\frac{1}{2}$ s. A. Hood, of the Comet, won the two-mile invitation scratch race in 6m. 19 $\frac{1}{2}$ s....The championship of the Wigan Bicycle Club was run for on Monday evening, when C. H. Hodgkinson (captain) won by a dozen yards; Fred. Gandy was second, and C. A. Lamb third. The distance (five miles) was completed in 20m. 25s....The Clapham Park Bicycle Club had their races last Thursday, at the Crystal Palace, when Mr. A. R. Macbeth won the ten-mile championship, Mr. J. H. Evans the mile, and Mr. W. Travers the mile handicap....On Wednesday, the 20th instant, the first annual bicycle meet for the county of Berkshire was held at Reading. Taking the meet as a whole, it was a decided success. One hundred and twenty-four riders in line....The pastime of tricycling has received the distinguished patronage of H. R. H. the Grand Duke of Hesse, who has, we understand, just ordered two specimens of the three-wheeled steed....A race (two miles) for the tricycling championship of Scotland took place at Edinburgh, on the 23d instant. At the start, J. H. A. Laing went off with the lead, with D. D. Bryson close behind, and kept this position until entering the last lap, when Bryson spurted and won easily. Time for the two miles, 8m. 29s.

Mary had a little "tri,"
And oh, how fast she driv it!
But soon she came unto a hill,
And then she had to shove it.

BICYCLE UNION AMATEUR CHAMPIONSHIP.—The first of the amateur championships under the management of the Bicycle Union, to be held this year, was decided at the Surbiton Grounds last Wednesday evening. The distance was five miles, for which there were sixteen entries, only three of whom were absentees. Details: Five Mile Championship Race.—First heat: C. E. Liles, Temple Bi. C., 1; C. Crute, Sutton Bi. C., 2; A. Tarling, Pickwick Bi. C., 3; won easily by fifteen yards; time 16m. 11 $\frac{1}{2}$ s. Second heat: C. A. Palmer, Speedwell Bi. C., 1; W. Milner, Belsize Bi. C., 2; M. J. R. Dundas, 1. Zingari, 3; J. H. Pullin, Pickwick Bi. C., 0; J. D. Butler, Danes Bi. C., 0; won by two yards; time, 15m. 32 $\frac{1}{2}$ s. A protest against Palmer ended in the judge allowing Milner to ride in the final. Third heat: G. L. Hillier, Stanley Bi. C., 1; S. Kemp, Pickwick Bi. C., 2; W. Wyndham, London Bi. C., 3; E. S. Hassall, North Warwickshire Bi. C., 0; C. D. Vesey, Surrey Bi. C., 0; won by twenty yards; time, 15m. 54 $\frac{1}{2}$ s. Final heat: G. L. Hillier, 1; C. A. Palmer, 2; C. L. Liles, 3; W. Milner, 4. Milner acted as leader from the start, Palmer going second, and Hillier third, Liles being last. In this order they rode four miles and a half, only ten yards separating Liles from the leader. On completing that distance, Hillier put on a tremendous pace, shot past the others and led several yards, Palmer answering with a spurt, which took him away from Liles, but only for a few yards. The latter was driven out rounding the top end, and held up his hand in protest. Hillier by this time was quite fifteen yards to the good, Palmer five yards in front of Liles. In the last lap Hillier went at a terrific pace, and left the others far behind, Liles and Palmer riding all they knew for second place. Hillier eventually passed the post fifty yards in front, Palmer just defeating Liles, Milner ten yards behind. The winner was carried into the dressing-room, his victory being very popular. Times: One mile, 3m. 8 $\frac{1}{2}$ s.; two miles, miles, 6m. 17s.; three miles, 9m. 31 $\frac{1}{2}$ s.; four miles, 12m. 46 $\frac{1}{2}$ s.; five miles, 15m. 39 $\frac{1}{2}$ s.—*London Sportsman*, July 23.

LOMBARD BI. C.—The annual five-mile handicap for the Ladies' Challenge Cup was ridden on Tuesday last on the Alexandra Palace track. J. Horn, scratch, won by two hundred yards from C. E. Rowden, 25s. start; G. M. L. Kelham (holder), 3 s., retired at three miles. Time, 17m. 1 $\frac{1}{2}$ s.—*London Sportsman*.

MR. EDWARD RYLANDS, of Thelwall Grange, Warrington, writes to draw attention to the failure of the appeal against the decision of the Greenwich magistrates, who inflicted a fine on Sir James Parker for driving a steam tricycle in the public streets. Our correspondent declares that the machine in question is under perfect control, "emits neither smoke nor steam," and therefore furnishes a vehicle "which meets the wants

of a large class of men of moderate means who either cannot afford to keep a horse or who do not care for the risk and trouble." Our correspondent suggests that some member of Parliament should take up this matter, so as to relieve the steam tricyclists from the restrictions of an "antiquated road locomotive act."—*London Daily News*.

SECRETARIES of Bicycle clubs are requested to notify us of errors or omissions in the Directory published in *Bicycling World* of 29 July; also please report changes as they occur.

THE board of select-hogs of Winchester, Mass., decorate the town fences with the following legend: "Swill-carts and bicycles not allowed on the sidewalks," and the roads of Winchester are the most execrable of any town within fifteen miles of Boston.

A bicycling young Jew of Cordova
Had just learned to ride on a "Rover,"
When his wheel struck a dent
In the road, and he went
Head first to the Feast of Passover.

A LADY was recently rescued from drowning while bathing at New York, by members of the Manhattan Bicycle Club.

HORACE J. PHIPPS and GEORGE H. HOOD, JR., of the Chelsea, Mass., Club, will soon make a White Mountain wheel tour, starting from Portland via Hiram, Gorham, Fryeburg, North Conway, Glen House, Randolph, Jefferson, Bethlehem, Franconia, back to Fabyan's, Crawford Notch, Glen Station, North Conway, Portland.

THE State Board of Agriculture of Ohio has made arrangements for the first bicycle race on the largest scale ever held in the State, to take place 30 August, during the State Fair at Columbus. Competition will be open to amateurs only, and the affair will be under the immediate direction of the Columbus Bicycle Club, one of the largest organizations of the kind in the State. It is expected that there will be at least fifty entries.

He sat in the study, Euripides open,
"Egad," he remarked, "how terribly warm!
I can't get the lesson in such fearful weather,
Not even, I swear! though it be for a farm."
Then up he arose and his bicycle mounted,
And two hours long did he ride in the sun,
"Tis beautiful weather!" cried Jack, the consistent,
"Ah! yes, how delightful! Such glorious fun!"

WILLIAMS COLLEGE ARGO.

IT was the leading bicycler in the race who shouted back to his competitor, "There's another and a better whirled."—*New York World*.

AT the Grocers' Annual Picnic, held near Pittsburg, 22 June, 1881, O. G. Brown won a half-mile bicycle race in 2m. 25s. The track was over rough turf, which accounts for the poor time. There were four entries: O. G. Brown, Chas. Holmes, Thos. Wood, and Wm. Swagger. The winner was presented with a fine silver watch.—*Wheel*.

WHEELMEN who have occasion to ship bicycles between here and Boston will do well to avoid the New Express Company, who demand the exorbitant price of \$4.35 on a crated bicycle, while the Adams and New York and Boston Despatch Companies are satisfied with \$1.50 on each machine. The "New" company formerly charged \$1.00,

but lately made a decided "raise."—*Wheel*.

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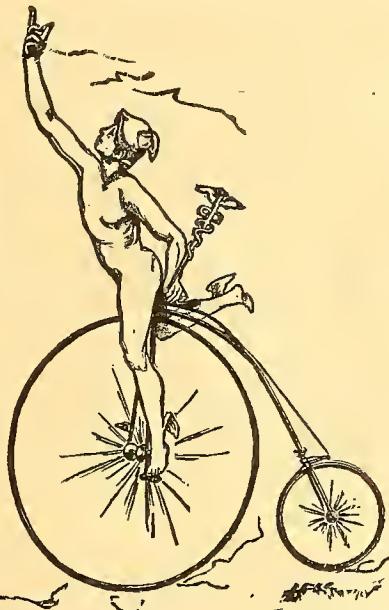
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