

THE Bicycling World

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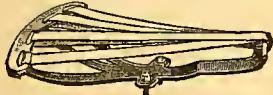
BOSTON, 21 OCTOBER, 1881.

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Number 24.

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ADVERTISEMENTS



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ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

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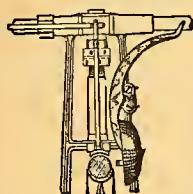
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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50-inch ball bearings, run forty miles, \$65.
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Price list for stamp, GUMP BROS., Dayton, Ohio.

EXCHANGE. — I have a 54-inch Columbia, which I wish to exchange for a 52-inch machine, or will sell the same. Address

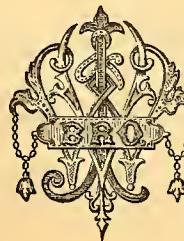
BICYCLE, P. O. Box 1757, Boston, Mass.

MONOGRAMS FOR

Bicycle Clubs,

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40 Sudbury St., BOSTON.

We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.



WE MAKE SPORTING GOODS A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

**YACHTING, BOATING, HUNTING,
BICYCLING, FOOT-BALL, BASE-BALL,
LAWN TENNIS and GYMNASIUM
SUITS, ETC.**

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BOSTON - - - MASS.**

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Pronounced the best thing yet invented for carrying a coat or bundle on a bicycle. It does not interfere with the use of the brake or "legs over." Puts the weight in the right place. Send 75 cts. for one to C. H. LAMSON, Portland, Me. Also, will be for sale by the principal bicycle manufacturers and agents.

**COLUMBIA, HARVARD,
AND
YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for Illustrated Catalogue and Terms.**

**W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.**



League Hand-Book.

THE L. A. W. Hand-Book is out. It contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information—rules for racing, road-riding, etc., etc. It is bound in neat imitation morocco, is of convenient size and shape for the pocket, and will be sent post-paid, on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 40 Water street, Boston, Mass.

THE WHEEL, 75 Fulton street, New York.

KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.

DILLWIN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.

W.M. M. WRIGHT, 791 5th avenue, New York.

J. V. WALDRON & BRO., Boston, show some very pretty designs in the way of monograms for clubs, and their prices are moderate.

OUR second order for Sturmy's "Indispensable" for 1881 has not yet been filled, but we are daily expecting it, and will forward copies to applicants as soon as received. We have on hand a few copies of the edition for 1880, which we will furnish postpaid, for thirty cents each. Those remitting amounts in postage stamps will greatly oblige us by enclosing only one-cent stamps, as we have little use for those of larger denomination.

E. C. HODGES & CO.

CURRENTE CALAMO

THE Boston Bicycle Club has an emigration scheme on foot.

THE Massachusetts Bicycle Club will have a two-days' run next week, probably the 26th and 27th, to Gloucester *via* Lynn and Salem, spending the night at the Pavilion. They will gladly welcome the companionship of any of their bicycling friends for the whole or any portion of the run.

EVERY wheelman should have one of Director Lamson's handle-bar attachments for carrying a coat or other package. It is the neatest and cheapest thing for the purpose we have yet seen, and is small enough to put in the pocket when not needed on the bicycle. It can be obtained for seventy-five cents of C. H. Lamson, Portland, Me., or of the Pope Manufacturing Company.

THE Central Park test case is still progressing quietly, and on the 13th inst. commissioners began taking testimony in Philadelphia before William Herbert Washington, Esq., of 704 Walnut street, Cecil C. Higgins appearing for the bicyclists, and Edward L. Parris for the Park Commission. Superintendent Thayer of Fairmount Park, L. A. W. Treasurer Wistar, and Capt. William Rennyon of Bridgeport, appeared before the commission, and each gave strong and effective testimony on the side of the wheel. It is to be hoped that a hearing will be held in this city before the case goes to the New York Supreme Court for final adjudication.

PERSONAL

JUVENIS is gaining inspiration for the winter campaign by taking Sunday rides, we understand.

"LYDIA P." is about to lose her neighbors, as both the Boston and Massachusetts Bicycle Clubs will give up their present headquarters.

MR. LEGGE, of the Bradford (England) Club, is in town. He has taken a few short rides around Boston, in company with Chief Consul Weston, of the Boston Club.

THE Louis Harrison whose name and portrait is associated with that of the charming Alice on the big amusement posters about the city and suburbs, is not our Louis. He occasionally does give himself away, but not in that a-way.

IT was W. M. Wright, of the Mercury Bicycle Club, of New York, who gave the interesting exhibition of fancy riding on the occasion of the League races, and not Capt. Howard, as erroneously stated in our report last week.

MR. WILL. R. PITMAN'S marked courtesy and kind attention to the welfare and convenience of visiting wheelmen at the League Race Meeting in New York, was such as to greatly disarm prejudice and win their hearty good-will.

MORRIS of the Bostons says if Carver of the same club will forego his last forty-winks nap some morning and meet him at Newton Corner about 7.15 o'clock, he will permit C. to "coach" him some thirty-five minutes or so. "Here's larks!"

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, got a disagreeable fall a few weeks since, spraining his wrist and bruising his face. Although carrying his arm in a sling, he did good and active duty at the League races, as clerk of the course.

IT is but justice to state that Mr. Parkhurst was not expecting to participate in the inter-club race at Beacon Park last Saturday, and only consented, after much urging, to substitute for Mr. Alden rather than let the race go by default. He had to enter without previous preparation, and race in his club uniform, and he certainly made a most creditable substitute.

HANDY ANDY is a bright writer, and a valuable addition to the *Wheel*; for —

He's a writer of poems young man;
An exceedingly smart young man;
He's a shover of quills, a taker of spills;
He's a native of Chester young man.

MR. PARKHURST, after the team race, on being asked why he allowed Dean to go by him on the last lap, said: —

I'm a steady, church-going young man;
I'm a reader of prayer-books young man;
I'm good for a spurt, when I know it don't hurt;
I'm a blower of organs young man.

MR. BURT, who will be remembered as a member of the railroad committee at the time of the League Meet, has returned from his European trip. Our poetry man says he only wants room for one more: —

He's an owner of wheels young man;
He's a lender of money young man;
He knows about of "brakes," and also of "tikes";
He's a buyer of railroads young man.

NOTES, QUERIES, ETC.

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

Editor Bicycling World: — The Bay State Wheel Club wheeled to Waltham, Sunday, went out through Uewton, and came back by turnpike; started from Waltham at five minutes of two, and reached City Point at quarter of four....What makes the Crescent men so grouty? We met some of them at the hotel in Waltham, and one had a "British Challenge," and as the "Masher" remarked to him that his was a nice machine, he turned his back, with the remark that it was a "very good machine"; appeared to be offended because we spoke to him; and I have noticed it to be a general rule with the Crescents to be "stuck-up" and stiff. Every one knows that it is common courtesy to salute a brother wheelman when meeting on the road, and it is very seldom one gets a reply from one of these Crescent boys....Is it an advantage worth investing in to have ball bearings to the pedals of a machine, if said machine is fitted with ball bearings to the front wheel? "METEOR."

BOSTON, 17 October, 1881.

Editor Bicycling World: — Might I be informed through the columns of the *WORLD* what it costs to have a bicycle shipped from London, Eng., to New York or Boston?

C. F. S.

ANN ARBOR, MICH., 2 October, 1881.

Editor Bicycling World: — Can you or any of your readers give me any information concerning the Yorkshire Bicycle Manufacturing Company, of Leeds, Eng.? Are they reliable? — About what are the duty and freight charges on a bicycle from England? A. J.

ST. LOUIS, Mo., 29 September, 1881.

Editor Bicycling World: — I would say to "Meteor" that I have tried corduroy (and am still trying it), but have not as yet found out what there is objectionable about it. I would really like to know what the objection is. Will "Meteor" kindly tell me? A BICYCLIST.

MARBLEHEAD, MASS., 17 October, 1881.

Editor Bicycling World: — One of your correspondents recently stated in the *WORLD* that camphor dissolved in the oil used in bicycle lamps would prevent crusting of the wick. I do not know what kind of oil he used, but my experiments with camphor dissolved in the oil showed that the wick crusted very much more, and I consumed four or five matches in trying to light the wick. I experimented with varying proportions of camphor, using new wicks each time. I have always used two "King of the Road" lamps in trying oils for burning, using one as standard which contained a mixture of two thirds prime lard oil and one third one hundred and fifty degrees fire-test burning oil. This mixture gives the whitest light, and is hard to blow out in high winds, or shake out on a rough road when the wicks are properly attended to. Some riders want an oil which will never crust the wicks or necessitate trimming them; but I cannot recommend any oil to serve them so faithfully. Pure lard, sperm, olive, and cotton-seed oils, the latter being usually sold as salad oil, are difficult to light, and all but winter-bleached sperm congeal at any temperature below thirty-two degrees Fahrenheit; that oil standing about zero cold test. Petroleum burning oil, one hundred and ten, one hundred and fifty, or even three hundred degrees fire-test, are not suitable, as they give too great a heat, and the first-named explodes too readily to be safe. I would like to add something about lubricating oils, but will defer that for the present. OLEUM.

PHILADELPHIA, 17 October, 1881.



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.

To Contributors.

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

BOSTON, 21 OCTOBER, 1881.

THE ATTLEBORO' FIASCO.

THE Attleboro' muddle is one of those unfortunate episodes in the history of bicycling which too often result from mutual misunderstanding, and hasty and ill-advised action. We are not, at this writing, in full possession of all the facts; at least, we have only Mr. Stall's account of a disagreeable affair, in which he was one of the chief actors. The reports published in the Boston papers the next day were meagre and conflicting, and gave evidence of the usual non-bicycling writers' misconceptions of the situation; and we sent for the Attleboro' papers containing the accounts, but they have not yet come to hand. Mr. Stall's account, which we publish elsewhere, is probably a fair and full statement of the case from his point of view, and his position is apparently a strong one; nevertheless, it seems to us that however imprudent and unjust to the wheelmen and the patrons of the fair the management of the latter was, the bicyclers were too hasty, and altogether indiscreet in refusing to participate in the entertainment, the promise and expectation of which had attracted a large attendance of people to the grounds, many of whom were

friends of the local wheelmen. We certainly have no sympathy with Manager Draper and his associates, as in no report which we have seen do they show to advantage. Their conduct was arbitrary, unjust to their patrons certainly, and unwise in the extreme. That they had a perfect right to charge all, race competitors as well as spectators, an admission fee to the grounds, whether their circulars so stated or not, nobody will deny; but that they were justified in depriving their patrons of an entertainment for which the latter had come to the grounds and paid their money expressly to see, because it would lessen their gate receipts a few dollars, nobody will admit. Their obligations were greater and more binding to the spectators than were those of the wheelmen, whose services were gratuitous, and tendered only to the managers themselves, and not to the managers' customers. Yet, as we have intimated, we think it would have been wise, if not graceful, for the bicyclers to have, after publicly protesting against the meanness and moral injustice of the management, carried out the programme as announced, and so satisfied the expectations of the public, and won its entire sympathy, instead of partially, as is now the case. Not only is their action to be regretted on general grounds, but if the resolve of the Farmers and Mechanics' Association, excluding the local wheelmen from their track forever, is adhered to, it is unfortunate in the particular consideration of depriving them of the use of the best track in Massachusetts.

Respecting the question of charging persons an admission fee to grounds or halls where they are to form a part of the entertainment which the public pays money to see, we must say that it is very unusual, if not unprecedented, even when the entertainment is given for a charitable object. It is very common for religious, charitable, literary, and other organizations to engage both paid and gratuitous attractions to swell the receipts at the door; and it is just as customary, not only to admit the entertainers free, but often to furnish them with complimentary tickets for friends whom they may wish to bring. In this Attleboro' affair the bicyclers were the main attraction at the fair. They were solicited personally and by advertisements by the managers to come,—not only those who would compete in the races, but *all* who would,—to give a riding exhibition and parade. Many

of the wheelmen came from a distance, at an expense of time or money or both. They would not have attended for any other attractions the fair may have offered, so that the Association would have lost nothing by admitting them free to the grounds; while the expectation of their presence drew thousands of spectators thither who would not have attended else. In view of these facts, it evidenced a meanness of spirit on the part of Manager Draper and his associates which places them in a most unenviable light, and they will be the ultimate and permanent losers in this affair, and not the wheelmen. Nevertheless, we earnestly enjoin bicyclers to exercise discretion always when they are publicly brought into conflict with other interests, and to yield a point or two to seeming wrong and injustice, rather than forfeit the sympathy and good-will of a powerful, but often misapprehending public.

By consulting the Pope Manufacturing Company's special announcement on the last page, our readers may perceive that there is now an excellent chance to get an excellent bicycle at a greatly reduced price. Those intending to get bicycles "in the spring" are reminded that there is no better time than now, with two months of the best weather and best condition of the roads for wheeling before them. It is also a mistake to infer that with the advent of the winter months bicycles must be relegated to the storehouse until spring; for experienced riders find many opportunities for both pleasant and profitable wheeling in every month of the year.

EXCURSIONS, RUNS, ETC.

Chicago to Boston. (*Continued.*)

Tuesday, 27 September.— The day was dull everywhere, it being very cloudy and liable to rain at any moment. Nothing of any account happened until the evening, when we were all entertained by President Miller at the opening of the new track on his grounds. Everything passed off very satisfactorily during the evening, and I took leave of the club and returned to the hotel to get ready for my start on the following morning. *Wednesday, 28 September.—* Before starting, I found that portions of my wardrobe needed replenishing, especially my stockings; so I waited to have a pair made for me, as it was impossible to buy what I wanted ready-made. These stockings were made in one and three quarters hours, and are the best I have ever worn; and considering they only

cost eighty-five cents, they were a great bargain. At 10.25 I was in the saddle, and once more on my journey, accompanied by R. about five miles out. The road was in very bad condition, so we kept to the sidewalks while they lasted, and then the footpaths. Reached Reynoldsburg, ten miles, at 11.40, stopped for dinner, and on to Etna, six miles, arriving at 1.45 P. M. Left Etna at 2.30, arriving at Hebron, eleven and one half miles, at 3.45. The last mile was made at a flying rate, for it had commenced to rain very hard, and I was getting some experience of a fisherman's luck. At Hebron I stopped for the rest of that day and night, at the Arlington House. There was no place for my wheel but the bar-room; so in I went, and stacked it in the corner, side of a billiard table, momentarily expecting to see one of the players land his cue into my spokes. If you wish to find real dirt, good genuine clear dirt, you must stop over at some of these miserable little country taverns, and there you will get your money's worth, all thrown in for seventy-five cents. It took me good fifteen minutes' hard work to find the bottom of my wash-basin, but that could not hold a candle to the ewer. I should not advise any one to hold a candle or any kind of light, for the view is not pleasing to the eye. You will do better to go it blind, for you will enjoy it more.

Thursday, 29 September.—Left Hebron at 6.10 A. M., passing through Jacksontown, four miles, at 6.40. Roads very heavy from the previous day's rain, and full of ruts. Arrived at Lynnville, four miles, at 7.20, stopping ten minutes, and on to Brownsville, four and one half miles, at 8.45; stopped for lunch. I cannot remember of ever having such an enormous appetite as I have enjoyed in this run, so far. I have averaged six meals a day, though really they were not so very much after all, as they consisted of bread and milk through the day, and a hearty meat dinner at night. I was getting into hilly country now, and it began to tell on me somewhat; for it was not one hill once in a while, but a continuous up and down, with scarcely an intermission. Left at 9.15 for Zanesville, sixteen and one half miles, passing through Mt. Sterling at 11.30, and arriving at 1 P. M. Mount Sterling, I believe, is considered one of the highest points between Columbus and Wheeling; the other is a hill just beyond Norwich, where I stopped later on. At Zanesville I met several very pleasant wheelmen; among them, Mr. Bell, who was the prime mover in that city. Took dinner at the Zane House with Mr. Bell, and thoroughly enjoyed myself while in town. This was another of the many places that I was very reluctant to leave; but the State of Ohio was to be crossed, and it could not be done very conveniently by remaining in Zanesville. I rather surprised some of the boys there, so they afterwards said, by coming into town on the jump, and riding over their pavings,—a thing which they seldom do, if they can avoid it. I had to

excuse myself for doing it, by reminding them that after prarie roads they would not stop at Belgian paving. Left at 4.15, and struck a hill the first half-mile out that unhorsed me a quarter way up. Arrived at Bridgeville, nine miles, at 6 P. M., and on to Norwich, three miles, at 7.45. Ohio is the only State, so far, where I could not stop for the night at most any farm-house. The farmers look upon a man as a thief or an incendiary, or something worse. It was rather comical to hear the excuses from the different places that I tried to stop at for the night. The three houses that I tried at first, I was in earnest about; but on learning that there was a hotel in the next town, only three miles off, I made up my mind to go on, but was bound to have some fun out of the simple old numbskulls on the way, so I stopped at seven more houses after that, just to see what they would offer for an excuse. One man with two spare rooms in a large house would not take me because some of his neighbors had raised objections on previous occasions; and the other six were no better. At last I arrived at Norwich, the town mentioned, and found to my surprise I was expected; for they had seen an account of my trip in a Cincinnati paper, and were on the lookout. I had a good time there with the old people, and revell'd in good things to eat. I walked the greater part of the remaining three miles of the day, except when the moon lit up the road between the trees; but these rides were very short, and not at all numerous, for the road was through thick woods, and most of the way as dark as a pocket.

Friday, 30 September.—On my wheel again at 7 A. M., and off for Cambridge, thirteen miles, arriving at 9.20, stopped on road thirty minutes. The hills were getting very steep and rough, and covered with loose stones. Left Cambridge at 9.40 A. M., making Washington, eight miles, at 12.45. Was obliged to walk the greater part of the way. Had quite a tumble down the first steep hill, and although going very slow, managed to cut my hands up pretty well on the sharp, loose stones. Although the walking was tiresome, and the up-and-down hill work was telling on me, I enjoyed the beauty of the country thoroughly, and preferred it to the flat, uninteresting prairies. At Washington there was a big fair, and of course every one thought I was going there to race. You should have heard the yelling as I flew down a long hill right through the middle of the crowd, and passed on without stopping. Left Washington at 1 P. M. Day very warm, although there was a good breeze at my back. At 1.30 I stopped at an inviting-looking barn on the side hill, and curled myself up in the shade, and went to sleep until three o'clock, when I resumed my Napoleonic march across the Alps. Arrived at Middlebourne, five miles, at 3.30, feeling much refreshed by my sleep. Stopped half an hour for lunch, and then on to Fairview, six miles, arriving at 5.45.

Stayed at the Guernsey House. The dirtiest, most miserable place that I have had the misfortune to get into. The Arlington is a paradise compared with it.

Saturday, 1 October.—All the milk in the house was sour, so I started at 6.30 off without breakfast until I could reach some nice, clean farm-house, which I did some five miles out. Two miles out, I saw two little girls milking near the road, so I stopped and asked if they would sell a glass of new milk. One of them brought down a pail, and I filled my rubber tumbler twice out of it, and it was good. I asked one of them what it was worth, and she said, "Oh, about a nickel"; but when I opened my purse to get it, the little one spoke up, and said, "Make it a dime, sir,"—so I did. About a mile farther on, I came upon another milking scene. Everybody out here does their milking either close to the road, or on the road as this woman was doing; so I stopped again, and twice filled my cup, but she would not take anything, so I thanked her and walked on up the hill. A little farther on, over two or three hills, I stopped for my breakfast of two big bowls of bread and milk, and then felt ready for any kind of hard work. Arrived at Morristown at 9.15, stopped fifteen minutes, and on to Llyodsville, four miles, at 11.45, where I stopped for lunch at a grocery store. Left at 1 P. M. for St. Clairsville, five miles, arriving at 2.45. In saddle at three o'clock for Wheeling again. When out about a mile caught in rain, and waited at a very picturesque little cottage, with a wide veranda, perched on the side hill near the top, and commanding a magnificent view of the surrounding hills. At four o'clock the storm passed over, and I again mounted my Pegasus, arriving at six o'clock at office of Capt. Hoge, of the Nail City Bicycle Club; and after meeting some of the other members of the club, registered at the Stamm House, which I found to be excellent. I only made twenty-nine miles during the day, and must confess that for the first time since leaving Chicago I felt completely tired out. It was all due to the continual up-and down-hill walking, though the five miles just before reaching Wheeling was almost level; and the last hill was just a measured mile from top to bottom, and as crooked as a snake's track through a dusty road, and very rough and steep,—so much so that I walked down the entire length, rather than risk a second tumble. After a good bath and supper, I retired early, and awoke the following morning feeling thoroughly rested and ready for anything.

Sunday, 2 October.—Wrote up my log and read during the morning, receiving calls from nearly all the club men. In the afternoon, crossed the river to the new State Fair grounds, to see the half-mile track; and it is a good one, quite level, and course well raised.

Monday, 3 October.—Had a slight repair made on my machine. Nothing caused by falling, however, for it was only the cone in the bridge of the forks that had

worn loose, so I had a new one put in. This is the only repairing that has been done to my wheel on the journey, so far, and I doubt very much if there has to be anything done to it for the rest of the trip. In the afternoon, we took a spin around the track on the Island, and after supper went to the theatre on an invitation from Wheeling.

CROOKSHANKS.

Scranton to Port Jervis.

Editor Bicycling World:—Our contemplated trip to Port Jervis and Milford, which we had been anticipating for some time, is now an event of the past. I will endeavor to give you an account of the same, as readers of the WORLD are always glad to learn through accounts of such trips where they can find the best roads and other points of interest. Although our party was not as large as we had expected, yet we can safely say, those who comprised it will remember with pleasure what proved a most interesting trip throughout. Leaving Scranton, 17 September, at 2 p.m., we numbered four,—Messrs. Carpenter, Mercer, and Sturdevant, of the Wilkesbarre Bicycle Club, and your correspondent; and at Carbon-dale we were joined by President Miller and Captain Hayward, of the Susquehanna Bicycle Club. We arrived at Honesdale at 5 p.m. (thirty miles), where we were met by members of the club there, where we spent a most pleasant evening as their guests; and in the discussion of the always interesting subject of bicycling, and making our plans for the trip so auspiciously begun, we found much pleasure and profit. The party, including representatives of the Honesdale Club, were made comfortable by mine host of the Allen House; and after a good night's rest, and a breakfast such as a 'cyclist relishes, we were ready for a start shortly before 7 A.M. next morning, our route for the day being from Honesdale to Port Jervis (fifty miles), via the Delaware and Hudson Canal tow-path. Mr. Hayward, of the Susquehanna Club, was elected captain for the day, and Mr. Wood, of the Honesdale Club, guide. All being in the best of spirits, and the weather favorable, the prospects for a fine run were good; and the tow-path, which usually affords easy riding, was found rather heavy and dusty from recent repairs and want of rain. Hawley (ten miles), however, was reached in an hour and twenty-five minutes. From this point the path improved a little, yet in order to make good time it was necessary to ride within a few inches of the edge of the tow-path, where the ropes from the boats rendered it smooth; and this made it necessary to watch our wheels very closely, notwithstanding which three of our party were treated to a sudden bath in the canal. This helped to make it quite interesting, as each was expecting his turn to come next. After one would become warm, and suddenly take a cooler, we

would stack our machines and assist the unfortunate in drying as best we could, and then start on again until another would meet the same fate. An interesting incident of the trip was a reception we received at the residence of Mr. Rowland, at Rowland's Station, where we were most hospitably entertained; and we will remember with pleasure this pleasant episode. At this point, much to our regret, Messrs. Wood and Dolmitch were obliged to leave us and return to Honesdale. We reached Lackawaxen at twelve o'clock, where we took dinner. The trip from this point to Port Jervis was made without incident. Arriving at Lackawaxen shortly after 6 P.M., we remained over night. The next morning, before proceeding to Milford, we rode through the streets of Port Jervis and vicinity, finding the roads so fine that we were not at all anxious to leave; but at eleven o'clock we started. We found the roads to Milford the very best, making the eight miles in less than fifty minutes, easily. The roads in and around Milford were all they were represented to be, and we can assure bicyclers it is a paradise for wheelmen; and yet, with such facilities for enjoyment, these places are without a club or even a single wheel; yet the people here are by no means lacking in hospitality, for our stay was a most pleasant one. A reception and hop was tendered us at the Sawkill House, on which occasion we were introduced to the young ladies, always so agreeable to 'cyclers. This event was one which we will remember with the greatest pleasure. To bicyclers who desire a pleasant resort and the finest roads, we can recommend Milford, without reserve. Our party returned home Tuesday, the 21st, by rail, and all so delighted with their experiences of the trip, that it will not be our last visit to that vicinity.

F. C. H.

SCRANTON, PA., 23 September, 1881.

RACES

Coming Events.

2 November. Philadelphia, Pa., Schuylkill Navy games, three-mile bicycle race, open to all comers.

21 October. Beacon Park, Boston, at 3 p.m. Regular Saturday races of the Boston Bicycle Club. Spectators invited.

RACING IN MICHIGAN.—At Mason, 29 September, in a race, mile heats, best three in five, prizes, \$15, \$10, and \$5.00, winners' choice, E. F. Woodcock of Lansing was first, S. H. Culver of Mason, second, and S. H. Culver of Mason, third. At St. John's, 30 September, five-mile race, prizes \$25, \$15, \$10, winners' choice, won by Woodcock of Lansing; H. C. Weathersby of Laingsburg, second, and H. N. Keys of St. John's, third. No official time given in either of the above races. At Lansing, 5 October, a one-mile championship, best three in five, was won by Woodcock of Lansing; F. H. Escott, of Grand Rapids, second; H. C. Weathersby, of Laingsburg, third; and L. F. Jenison, of Lansing, fourth.

The prizes were a silver water set, a silver stem-winding watch, a split second horse timer, and a nickel-plated Pope cyclometer. As it rained nearly all day before the race, and the track is naturally soft, very bad time was made, and it was made in mud two inches deep: 4:22, 4:25, 4:20. At Plainwell, 6 October, for an elegant gold watch, for first, and a silver watch for second prize, in half-mile heats, but three in five. Ed. F. Woodcock, Lansing, took first; Will Gunn, of Grand Rapids, second. There were several entries made in the fancy contest; but as it rained during the other races, the fancy riding did not come off. The prize was for a silver water set. Most of the bicycle races at our county fairs this year been on the most unfavorable days; either rain all the day before the race, or on the morning of the race. Michigan will startle some of the Eastern riders yet with some fancy riders: one in Plainville claims he can do all that has been described in the WORLD, and in an exhibition in the hotel did some very clever riding. At the bicycle race held 13 October, 1881, on the grounds of the Market Fair Association, Brighton, Livingstone County, Mich., Edward F. Woodcock, Lansing, captured first prize in three (3) straight heats,—L. F. Jenison, of Lansing, coming in a close second, and A. H. Dane, also of Lansing, taking third place. The race was in half-mile heats, best three in five, for prizes of \$25, \$15, \$10, winner's choice; the track was soft, and the time was necessarily slow. The race was advertised for the 12th, but as it rained all day, it was postponed till the 13th. Time, 2:10, 2:15, 2:12.

E.

DARTMOUTH COLLEGE, 5 AND 6 OCTOBER.—At a bicycle race on a grass track, one mile, G. S. Hatch won in 5:39.

CANTON, ILL., 7 OCTOBER.—The Peoria Bicycle Club participated in a race at the Canton Fair, 7 October, a large and interested concourse of spectators being present. At 2:30 the race was called, and five wheels sped under the wire. The riders were: Fred Patee, Steve Tripp, John F. Coykendall, and Charles Vail, of Peoria; and Frank Porter of Canton. The flying start was what a prominent horseman present said was "the prettiest thing he ever saw." Vail immediately took the lead, which he held till after the first half-mile was finished, when Tripp gradually pulled up and passed. Coykendall's pedal broke in the first quarter and he was compelled to withdraw. Tripp held the front till the finish, passing under the wire in 4:05. The race for second place between Vail and Patee was a pretty one. Vail lead by a length till within a very few feet of the wire, when Patee, by a superhuman exertion, passed him and came in a few inches ahead. Time, 4:09; Vail, 4:09 $\frac{1}{2}$. Porter was so far behind he did not finish, but pulled out at the first quarter. It is but proper to state that Porter had

ridden a steel wheel but a few times before the race, and did exceedingly well under the circumstances. The first prize was a handsome gold medal, valued at \$2; the second a silver coffee cup and saucer. The track was quite soft from recent rains, and a stiff wind was blowing. As it was the first race any of the contestants had participated in, and all the wheels were "Standard Columbia's," —Coykendall's excepted,—we are not ashamed of the record. During the race the most intense excitement was manifested, and at the close hearty cheers greeted the victor. Every one was enthusiastic in praise, and more than one said, "it beat any horse race" they ever saw. The press of Canton and Peoria gave the matter wide publicity, and it is assured that there will be more races.

NEW YORK, 8 October.—At the games of the American Athletic Club, held Saturday, 8 October, at the Polo Grounds, a bicycle race was ridden, the distance being two miles, and the competitors W. Smith of the Bristol, Eng., Bicycle Club, C. A. Reed of the Athletic Club, Louis Stearns of the Lenox Bicycle Club, H. G. Cortis of Brooklyn, W. H. Austin and G. F. Fisk of the Kings County Wheelmen, and J. M. Austin. Smith and Reed started from scratch, Stearns took twenty-five seconds, Cortis, W. H. Austin, and Fish thirty seconds each, and J. M. Austin thirty-five seconds. Cortis got a good lead from the start, but was soon passed by Fish and Austin. Stearns now pushed hard, and passing the others gradually but surely, took first place on the fourth circuit, when Smith let out for a win, and drawing ahead of all others, joined Stearns, and the two struggled desperately to the finish, with the Briton two feet in advance, —Reed coming in third, just twelve seconds behind Smith, who made the excellent record (for this country) of 6.08½. The whole contest was an exciting one, and was witnessed with delight and satisfaction by all.

STENTON, PA., 8 OCTOBER.—At the games of the Young America Cricket Club, of Philadelphia, at Stenton, Pa., 8 October, George D. Gideon, of the Germantown Bicycle Club, won a three-mile race in 10.23; W. P. Field, of Princeton College, second; and A. G. Powell, of the Germantown Club, third.

BALTIMORE, MD., 10, 11 and 12 OCTOBER.—Mr. H. H. Duker sends us accounts of races at the recent Oriole celebration in Baltimore. On 10 October, the Baltimore Club, the Capital Club of Washington, and other riders gave an exhibition parade and drill in the Biddle Street Rink. They were lead by Capt. Whyte, of the former club, and were heartily applauded by the large audience present. The fancy riding of the Baltimores and the drill of the Capitals were voted immense. Rex Smith of Washington also did some splendid fancy

riding, and Messrs. Duker and Ullman gave a gun drill on the wheel, which was very effective. In the mile race there were three starters: Messrs. H. H. Duker of the Boston Crescent Club, J. Ullman and Henry Fisher of the Baltimore Club. There were fourteen laps to the mile. This race proved very exciting, and was won by Mr. Duker. Mr. Ullmann fell off during the latter part of the race, and was declared out. Duker's time was 3.35; Fisher second, 3.39. A slow race was won by J. McKay Borden, of the Capitals, the distance being 120 feet. A one-mile race was ridden by three Capitals, Messrs. Owen, Borden, and Seeley, each coming in in that order. Messrs. C. E. Pratt and C. P. Shillaber of Boston were present.

On the 11th, at Newington Park, under the auspices of the Baltimore Athletic Club, there were two bicycle races, the first being a one-mile dash between H. H. Duker of Boston and A. Boehm of the Baltimore Athletic Club; the former winning after a close struggle on the last lap, in 3.53½. The next race was for two miles, the contestants being F. Fisher and H. S. Owen; the latter, who rode a 60-inch wheel, winning in 8.04.

On the 12th, at Druid Hill Park, several scrub races were made for prizes to be given at a later day; the grand Oriole prize race for a \$50 cup, arranged for the day previous, having been postponed two weeks on account of wet weather. The first race was for half a mile, the contestants being Duker, Fisher, Samuel Clark and J. B. Morris, and the finish was made in that order, all pretty close together, and Duker's time being 1.40. Morris lost in starting, and could not recover his space. The second race was a two-mile contest for all comers. The starters were H. S. Owen and Samuel Barber, Capital Bicycle Club, Wiesenfeld and Dr. Wilcox of Baltimore. Owen won easily in 7.52; Barber second, Wiesenfeld third, and Wilcox fourth. The third race was a mile and a half; starters, H. H. Duker, F. Fisher, E. Bennett, and E. LeCato. This was won by Duker in 6.09¾, the others being close behind.

ST. CATHERINE'S, ONT., 11 OCTOBER.—The following races occurred: Third of a mile, best two in three; first heat won by M. Neelon in 1.50, Johnstone second, and Carman third; second heat, Johnstone first, Neelon second; third heat, Johnstone first, Neelon second. The prizes were a silver medal, a box of cigars, and a lamp. A mile handicap was won by W. J. Morgan, scratch, in 3.50, Johnstone second, and Neelon third. The prizes were a silver medal and a clock.

ELM PARK, SHERMAN HOUSE, COCHITUATE, MASS., 14 OCTOBER.—The second race of the Framingham Bicycle Club for the club medal was held at the Sherman House track, Cochituate, on Friday, 14 October. The track was good and the day perfect. The time was four and one quarter seconds better than that

of last week. The contestants were H. W. Bean, the winner last week, W. A. Norton the second, and J. E. Felch the sixth last week. Bean took the lead and held it till the last quarter, when one of his toothed "pedal slippers" came off and fell into his wheel, and before he could re-cover his pedal, Norton took the lead, winning in 3.20¾, Bean 1¼ behind. Felch retired at one half mile, but kept up well on his little 46 Columbia. This is the second time Bean has lost a race by those steel plates coming off his pedals, and he advises riders not to trust too much to them.

W. D. W.

NATICK, MASS., 15 OCTOBER.—The races at Elmwood Park were well attended and very interesting, although a high wind very materially affected the speed of the contestants. Both races were for one mile in heats, best two in three, and the prizes were of the value of \$15 and \$10, winner's choice, for the amateur, and \$50 and \$25 cash for the professional. The amateur race opened first with L. T. Frye and G. E. Frye of Marlboro', T. Hayes and H. W. Bean of Framingham, W. A. Norton of Natick, and H. D. Corey of Brookline, at the scratch. In the first heat the League champion won in 3.28½; Norton second, in 3.30. The second was also won by L. T. Frye, in 3.28½, with G. E. Frye almost abreast, in 3.28¾. Another heat had to be run for second place, and it was so earnestly contested that the winner, Norton, lowered the champion's figure in the first heat, recording 3.27, with G. E. Frye well in advance of the rest, in 3.29. The professional race was contested by J. S. Prince, who at present claims the championship of America, and Henry Hersey, of Boston. In the first heat, Prince broke his handle bar at the beginning, and Hersey travelled the track easily in 3.51. In the second heat Prince borrowed a "Yale Invincible," and won first place in 3.46½, with Hersey an eighth of a second only behind. The final heat was won by Prince in 3.46¾, Hersey scoring 3.47½. The track was a very good one, half-mile circuit, and a well-shaped ellipse, and will doubtless become a good substitute for the Attleboro' loss. Fred. B. Graves of the Rochester, N. Y., Bicycle Club, Percy A. Legge of the Bradford, Eng., Club, and F. W. Weston of the Boston Club officiated as judges.

THE BOSTONS v. THE MASSACHUSETTS.—The second ten-mile contest between the Boston Bicycle Club and the Massachusetts Bicycle Club occurred Saturday afternoon at Beacon Park. Our readers will remember that the first race came off at the same place last June and resulted in a victory for the Massachusetts team. Recently the Bostons sent a challenge to their conquerors for a second trial, which was accepted, and Saturday afternoon, 15 October, at three o'clock, was set for the race. At the appointed

time a large number of members from the two clubs and other wheelmen were on the grounds, and the teams—three from each club—were announced. These were, for the Bostons, W. W. Stall, J. S. Dean, and C. L. Clark; and for the Massachusetts, G. E. Alden, A. D. Clafin, and M. H. Hardwick. Alden of the Massachusetts failed to come to time, and after nearly an hour's delay, Mr. H. E. Parkhurst was persuaded to take his place in order to make a team, and at about four o'clock the race was called. Dean drew the pole, and following came Stall, Clafin, Clark, Parkhurst, and Hardwick. Stall, however, as usual when the track is somewhat cramped for the number of contestants, took position in the rear for a short flying start, the rest starting from standstill. The riders all got off well, but before the first lap was completed, Stall had passed all the rest and taken the lead, and they reached the first mile finish in the following order: Stall, Dean, Parkhurst, Hardwick, Clafin, Clark,—Stall's first mile recording 3.25. The next mile showed the same relative positions, only Stall was continually increasing his lead. At the end of the third mile Parkhurst was second, Dean third, Clafin fourth, Hardwick fifth; and another mile placed them thus: Stall, Dean, Parkhurst, Clafin, Clark, Hardwick. The end of the fifth mile had again reversed the positions of Parkhurst and Dean, the others being in the same order and so continuing to the end. Stall's five miles was covered in 18.49, Parkhurst's in 19.06, and Dean's in 19.07. The main interest now centred entirely in Dean and Parkhurst, the positions of the rest being definitely settled, as Clafin was riding a handsome and steady gait for fourth place, and Hardwick showed signs of exhaustion or illness and was not even holding his own against Clark. During the laps of the sixth and seventh miles, Dean and Parkhurst were continually alternating positions, the former's fifty-seven-inch latitude telling against him in the strong head wind of the home stretch, while on the back stretch he overhauled Parkhurst's fifty-inch wheel, and so in these miles counted No. 2 by half a length each. The eighth and ninth miles were exciting in the extreme, and were won by Parkhurst, Dean in the last being several lengths behind, indicating victory for the Massachusetts man; when on the back stretch, Dean made a splendid spurt, passed his adversary, and came into the finish by a handsome lead. In the last lap of the eighth mile, Hardwick, who had in the early part of the race been struggling against a side pain, but pluckily kept on, became so exhausted that he was forced to dismount in a fainting condition; he was evidently not in condition to enter the race at the first, for neither the race nor the distance was unusually hard or extreme, and told but lightly on the other participants. The following is the summary, showing time, and positions at each mile:

	MILES.	TIME.
Stall, B.....	1 1 1 1 1 1 1 1	36 22½
Dean, B.....	2 2 3 2 3 2 3 3 2	38 50
Parkhurst, M.....	3 3 2 3 2 3 3 2 3	38 52½
Clafin, M.....	5 5 4 4 4 4 4 4 4	39 35½
Clark, B.....	6 6 5 5 5 5 5 5 5	40 52
Hardwick, M.....	4 4 5 6 6 6 6	

This gave the victory to the Bostons. Stall's time in the first mile was 3.25, and his ten-mile time of 36.22½ spoils the best previous record in this country. The judges were Geo. Pope of the Massachusetts Club, R. M. Diaz of the Boston, and Fred. L. Sholes of the Cleveland. E. C. Danforth of the Massachusetts, officiated as scorer, and Capt. Hodges of the Bostons as starter.

Racing Notes.

CHARLES A. SMITH, of the Rochester Bicycle Club, won the annual five-mile race for club medal in 18.36.

AT Surbiton (England), 27 September, H. E. Lockington won the ten-mile race in 34.30; and at Polsloe Park, 30 September, the same distance was covered by G. B. Batten, in 34.25½.

A PROFESSIONAL race, to come off when the fair closes, in the New England Manufacturers' and Mechanics' Institute building, on a seven-lap track, is talked of, in which J. S. Prince and G. W. Harrison may compete.

BICYCLE contests were announced to come off 11 October, at a fair at Fort Allegheny, Miss Von Blumen to compete against the trotting horse Rosa Lee for a purse of \$200, and H. Marsden, of Buffalo, N. Y., and I. A. Cornwall, of Wyoming County, N. Y., to race, professionally, for a purse of \$100.

THE Boston Herald says: "In answer to the challenge of George Harrison, John S. Prince writes that he is ready to ride a bicycle match against Harrison for \$200 a side, any distance from one to fifty miles, on any fair grounds in America, the fair buildings in Boston preferred; and he will cover any deposit made at the Herald office."

OUR esteemed contemporary, the *Spirit of the Times*, savagely takes us to task for having used recently a couple of reports of races from its columns without due credit. We confess it without as much shame as we ought to feel, because we are not alone in these errors of omission, having more than once seen items of uncredited bicycling information in the *Spirit* which must have originated in our columns. Still, our error was a grave one, because of the length and excellence of one of the articles we appropriated, and it was an oversight which is not common with us. We do not often give nor expect to receive special credit for paragraph notes which are as likely to be second-hand as not, but we do know that detailed reports are procured at some trouble, and often at much expense, and it is but just that the journal first publishing them should receive acknowledgement. The *Spirit* errs, however, in say-

ing we got "William Engle" from the *Boston Globe*. We never saw it there.—never saw anything worth taking from it. We got that *verbatim* from a New York sporting paper, but forgot which one,—possibly the *Spirit*. We bear you no malice for reproving us neighbor, for we deserved it.

L. A. W.

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

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

Bicyclists 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 bicyclists 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.

APPLICATIONS.

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

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED: P. M. Harris, 169 West 48th street; Frank A. Egan, 791 Fifth avenue,—both of New York City; Rev. A. J. Hovey, Stoneham, Mass.; A. R. Hildreth, 96 Howard street, Lowell, Mass.

ALBANY BI. CLUB.—Additional: Clarence Wendell, 120 Lancaster street, Albany, N. Y.

APPOINTMENTS OF CONSULS: CONNECTICUT.—New Britain, George W. Corbin, No. 196, in place of Leonard Doig, resigned.

MARITIME PROVINCES.—Windsor, N. S., Clarence H. Dimock, No. 197.

NEW JERSEY. — Hackensack, Cyrus Knapp, No. 213; Merchantville, H. B. Hart, No. 198; Millville, Herschel Mulford, No. 199; New Brunswick, D. H. Merritt, No. 200

NEW YORK STATE. — Auburn, A. E. Swartout, No. 201, residence 82 South street, business 63 Genesee street; Brockport, W. S. Winslow, No. 22, residence Mechanic street; Hudson, Harry R. Bryan, No. 203, 172 Warren street; Mount Vernon, Frank T. Davis, No. 204, residence 50 Steven avenue, business Fourth avenue, near depot; Watertown, George C. Sherman, No. 205, residence 4 Clinton street; business Mill and Moulton streets.

OHIO. — Canal Winchester, J. C. Speaks, No. 206; Cincinnati, Will Hudson, No. 207; Dayton, W. J. Rouse, No. 208, 34 North Main street; Franklin, John Harding, No. 209; Middletown, John Wardlow, No. 210; Warren, W. D. Packard, No. 211.

PENNSYLVANIA. — Harrisburg, Chas. S. Williamson, No. 212.

PROVINCE OF ONTARIO. — Henri G. LaMothe, No. 212, Ottawa, Canada.

MASSACHUSETTS. — Attleboro' Falls, C. E. Stanley, No. 214; North Attleboro', Byron F. Blackinton, No. 215, Barrows street.

WHEEL CLUB DOINGS

BREMEN BI. CLUB. — *Editor Bicycling World.* — The fourth meeting of the Bremen Bicycle Club was held at Siedenburg's Hotel the 23d of September, upon which occasion the resignation of the Hon. Secretary, Mr. Warren Leete, was tendered and accepted with many regrets. The balloting for the succeeding officer was hereupon undertaken, and resulted in the unanimous election of Mr. Norman Leete. . . . Two members of our club took a run (?) to Bremerhafen the 28th of last month, but found the Chaussee something horrible. Riding was out of the question, so they pursued their fatiguing journey on foot, and quite often found it a matter of difficulty to lug the machine forward. They arrived, nevertheless, at their destination at 3.20 P. M., having been on the go since 7.30 A. M.; the distance was thirty-seven miles. This trip verified the general belief that only plucky 'cyclists can appear in the city of Bremen; really good riding is not to be found, for the police even restricted our wheeling on the magnificent wall and contrescarpes.

HERMANN H. KOOP, JR.,
Capt. Bremen Bi. Club, L. A. W.
BREMEN, 1 October, 1881.

MIDDLESEX BI. CLUB, MALDEN, MASS. — Pursuant to call, a large and enthusiastic meeting of amateur bicyclers was held at Social Hall, in Malden last evening, to reorganize the Middlesex Bicycle Club. The attendance might modestly be called a rousing demonstration on the part of the gentlemen of Malden and vicinity in favor of the wheel, being represented by

wheelmen from Everett, Malden, Stoneham, and Maplewood. Letters and telegrams were read from absent members of the old club, expressing their hearty co-operation in the movement, and regret at their inability to be present. After social greetings were exchanged, the gentlemen present nominated Mr. Chauncey R. Winslow for chairman *pro tem.* Mr. Winslow, on taking the chair, called the meeting to order; and after reading the call, requested Mr. Sylvester Baxter to explain the occasion of it, and inform the company of its purposes. Mr. Baxter, quite unprepared, in a dashing little speech, evidently drawn extempore from his mother wit, gave the club some of his early experiences on the wheel, and stated that within one year there had been a phenomenal increase in the number of wheelmen in Malden and vicinity; and expressed the opinion that while last year there were not more than ten or twelve, there were not fewer than between seventy-five and a hundred wheelmen in Malden at present, and he confidently predicted the number would before next fall be increased fourfold. He stated the object of the meeting to be for the purpose of reorganizing the club for the spring of 1882, completing an organization, newly uniting the club, renting or purchasing a club house befitting the character and social standing of the gentlemen who were at present favoring the pastime. He stated his belief that there were 500 gentlemen in Malden who admired the wheel, and would soon brace up and learn to ride a bicycle or tricycle. It was voted to reorganize the Middlesex Bicycle Club of Malden, Mass. It was voted that the name of the new organization be the "Middlesex Bicycle Club of Malden, Mass." The following officers were then elected by ballot: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Charles N. Barnard; captain, Edwin F. Russel; lieutenant, Sumner Kaulback; bugler, Chauncey R. Winslow. President L. S. Ipsen, on taking the chair, made an off-hand speech, thanking the club for the honor conferred on him, and related in a witty style the day's adventure, being the incidents of a spin to Belmont. On the way, being pressed to the curb by a careless cartman, President Ipsen dismounted hastily and not very gracefully, and clutched the bridle of the cartman's horse to save a fall. The horse kindly raised his head and held the worthy president while he alighted on his feet. Turning to discharge a Parrott gun at the head of the bewildered driver, the president said the B. D. was in the act of making such a graceful apology that his gun was spiked, and he pleasantly answered upwards of fifty questions, about which most idiots are curious, such as: "Is it hard to learn?" "Can it go as fast as a horse?" "Does it tire you very much?" "How much does it cost?" etc. President Ipsen related among other things an account of an interview he held with Col-

Albert A. Pope since his return from England, where, by invitation, the colonel dined with the Coventry Manufacturing Company, composed of a great many old and influential men of Coventry; who, after expressing their thanks to Col. Pope for his pioneer labor in America, stated to him that while they had been engaged twelve years in the manufacture of bicycles and tricycles in England, yet they felt after their experience that they had only begun to meet the demand, and that they expected the use of them to increase year after year; and said that "if we have on this small island between 250,000 and 300,000 bicycles and tricycles, how many do you think it will take to meet the wants of the whole United States?" The president's remarks were warmly applauded. It was voted that the club adopt the constitution and by-laws of the old organization, with some alterations to be made at a future meeting. Voted, that the president appoint a committee of one to secure room or rooms suitable for the club meetings during the coming winter. The president accordingly nominated Mr. Sylvester Baxter, with full powers. At a late hour the meeting was adjourned till the first Friday (4th) of November.

CHAS. N. BARNARD, Sec.
MALDEN, MASS., 7 October, 1881.

NUTMEG BICYCLE CLUB. — This club, which was organized at Hartford, Conn., in October, 1880, has now but eleven members, having lost four in the removal of the Chinese Educational Mission from this country. This action on the part of the Chinese government was the cause of much regret here, especially in the Nutmeg Bicycle Club. Our members at present are J. A. Smith, F. M. Smith, C. S. Griswold, O. E. Smith, W. E. Porter, W. H. Wong, G. H. Gilman, J. V. Morrell, W. M. Miller, Jr., D. S. Morrell, and G. W. Smith. A MEMBER.

HARTFORD, 8 October, 1881.

GERMANTOWN BI. CLUB. — The Germantown Bicycle Club since the opening of the park to bicyclers, has been infused with a new life, and things are beginning to look as they should. At the annual "feed" of the club, held not long ago, it was decided that the best thing to do would be to rent a house near the park, to use as a club-house. To relieve any financial embarrassment, several generous members of the club subscribed various sums to constitute a fund to work on. In a few days the committee appointed had rented part of a house suitable, and racks were built on which the bicycles were to hang. The next thing to do was to get a uniform that will look uniform. Heretofore, the uniform was anything but uniform, and it was a source of ridicule to most of the members. After a great deal of argument, a suitable uniform was adopted, and the members were instructed to get it. In a few weeks, the Germantown Bicycle Club will come out in all its glory, and Long Joe will be in a seventh heaven.

PHILADELPHIA, 10 October, 1881. TIOGA.

CORRESPONDENCE

In Montana.

Editor Bicycling World:—Bicycling in Helena does not look very encouraging at present. We have six riders and two machines. I own one, and Mr. Garrison of the United States Assay Office owns the other. Both are Standard Columbias. We should have three bicycles, but we are so far away from transportation (railroad) that it takes from six months to a year to get one here. I had shipped to me on the twenty-sixth day of last May, a full-nickelled ball-bearing 52-inch Standard Columbia, and have not heard from it since. There has been a tracer started after it, but up to date I have not heard anything of either it or the bicycle. The roads about Helena have been in good condition all summer, being very hard and free from rocks. To-day it is snowing hard, with a prospect that it will continue for some time. We are expecting the Marquis of Lorne from Canada to-day, and my brother, J. E. Norris, has gone out with others to meet him and escort him to the city. If the snow-storm continues, I am afraid my brother, who went on his bicycle, will have to turn back, as there is also a hard wind blowing. We intend to start a club as soon as all can get machines, and join the League.

W. E. NORRIS.

HELENA, M. T., 29 September, 1881.

To Brockton and Return.

Editor Bicycling World:—The distance from Codman's Church, in Dorchester, to Brockton, is just twenty miles, *via* Norfolk street, Brush Hill turnpike, Canton avenue, Stoughton, Taunton turnpike, and Pleasant street. It was run last Wednesday without a dismount, except where they were leveling a hill in Canton, by two of the Roxbury Bicycle Club, in one hour fifty-five minutes; and after a collation by the Brockton Bicycle Club and a parade out to and round the race track three times, we started at three o'clock alone—not being able to find any one else for company who had grit enough to face a twenty-eight mile wind for twenty miles—for Boston; we arrived home at six o'clock, having made the distance in two hours and forty minutes, resting twenty and only walking three hills. My cyclometer registered fifty miles for the day. The roads were in beautiful condition, and no one enjoyed the day more than "Jim" and

SHORTCRANKS.

BOSTON, 8 October, 1881.

Peoria, Ill.

Editor Bicycling World:—At the invitation of the secretary of the Canton, Ill., fair, the Peoria Bicycle Club participated in a bicycle race held in Canton, Ill., Friday, 7 October. As this was the first occasion of the sort in this part of the country, it caused unusual interest both among wheelmen and the general public. Presuming you are interested

in the development of the manly sport in this, as well as all other parts of the country, I send an account of the event. [See "Races."—EDITOR.] Through the kindness of the Wabash officials we were given a special car for the transportation of ourselves and wheels. Untroubled by the crowded condition of the train behind us, we enjoyed a royal time till we arrived at Canton, where we were met by one or two of the fair officials, and the solitary bicycler of the place, Frank Porter, who escorted us to the grounds and assigned us a room in a neat little building overlooking the track. Coming home, our special car was omitted, for some reason, and we had to intrust our wheels to the tender mercies of a brawny baggageman, who received them with very poor grace, and expressed his opinion of all bicyclers in very uncomplimentary terms. Coykendall, who is connected with the general office, reported the case the next day, and we had the satisfaction of knowing that the offender received a good hauling over the coals. Capt. Tripp invited the club to an elegant supper on the evening of the 9th, and a very enjoyable time was had. We have succeeded in winning the entire city press to our side, and have no more trouble on that score. We have quit reading the Chicago Tribune, and possess our souls in peace.

H. G. ROUSE, Sec. P. Bi. C.

PEORIA, ILL., 10 October, 1881.

The Attleboro' Events of Oct. 6.

THE public, especially bicyclers, are generally informed that the contestants at the Attleboro' bicycle races, as above, refused to compete; and as my name is mentioned in the various reports, and especially in a villainous attack by the Boston *Daily Globe*, I will explain our side of the question, and give our reasons for doing as we did. When the races were announced, circulars were issued containing the usual programme, and very pressing invitations given to the riders who were at Attleboro' 10 September, myself included, to participate. Subsequently similar circulars were issued, without notice of change, or reference to first issue, with the addition of a bottom line: "N. B.—An admission of thirty-five cents to the fair grounds will be charged." Those who were fortunate enough to possess an "improved" programme naturally supposed the thirty-five-cent clause to refer to those who attended for the purpose of seeing the entire programme as advertised, including the grand parade, and not to the riders who were to furnish the entertainment. It will be remembered that at Hingham the same clause appeared, but the riders were not only allowed to enter free, but handsomely entertained and treated in a gentlemanly manner. Imagine the surprise of the uninitiated when every man was mulcted to the tune of thirty-five cents before being allowed to enter the grounds, *including the competitors*, who had been invited to compete,

and assured of a welcome. On further inquiry, it was found that the judges consisted of a number of gentlemen totally unknown to the competitors, who, although evidently at home on horse-trotting, had no knowledge of League rules, or the requirements of bicycle races. On remonstrating with Mr. O. N. M. Draper, who was in charge, in a gentlemanly and quiet manner, and requesting him, after suitable explanation, to give us the privileges which belong to us by right of invariable custom, we were informed to the effect that having made his arrangements to suit himself, he proposed to carry them out, and if we did not approve, we were at liberty to stay out and not compete. Thereupon, Mr. Draper was informed that it was the intention of all the competitors to refuse to appear unless granted their rights. Soon after, on being informed by a spy that I had explained our side of the case to a number of the spectators who requested to know the trouble, Mr. Draper approached and threatened to put me off the grounds if I "did n't keep my mouth shut." Finding I could not be intimidated, and knowing perfectly well he had no authority to do so, as I was only expressing my opinion, and exercising my right of free speech without creating a disturbance, he did not again attempt to interfere, although we continued to explain whenever called upon to do so.

Knowing that the competitors had refused to appear, and that he could not fill out his programme, Mr. Draper allowed the people to fill the grand stand (at fifteen cents each) and after about an hour's delay the Columbia Bi. Club went on the track; much against their inclination, as they had been left out in the cold, their offered assistance in managing the races and providing judges having been refused, and every man made to pay an admittance fee of thirty-five cents, in face of all precedents to the contrary. Having promised Mr. Draper previously a club drill and some fancy riding, they manfully kept their promises, and then joined the rest in demanding their rights. The drill and fancy riding over, Mr. Draper called the races in order, giving five minutes for the competitors in each race to appear until the end; when, no one appearing on track he expelled the Columbia Bicycle Club forever from the track, after they had carried out their promises to him in full, and followed by expelling the other bicyclers present.

The bicycle men present acted throughout in a gentlemanly and quiet manner, which was much in contrast with the conduct of the managers. The spectators were generally in sympathy with the riders, and openly expressed their disapprobation of Mr. Draper's conduct by hisses, at which he threatened to put the spectators off the stand; but as there was only one policeman, and fully 1,000 people on the stand, it may be imagined that they did n't cease. One unknown friend called on Draper to "give the men back their money"; and it was proposed to

make up a purse for the riders, but as they were fighting for principle and not for money, the offer was refused. The crowd finally dispersed without their money or amusement, as advertised, and much dissatisfaction was expressed at Mr. Draper's arbitrary conduct.

Why the riders were expelled does not appear, as Mr. Draper informed us that we need not compete if not satisfied, and we took him at his word. The matter will be brought to the attention of the League, and the insults received by members from the management of the races fully ventilated, and some action taken in the matter. Much credit is due the Columbia Bicycle Club members for standing by the visitors so well throughout, and for their kindness and entertainment. Although they had been shut off from all interest in the races, they entertained the visitors and used them well. This controversy goes to prove that it is time the L. A. W. took hold of the matter of race meetings officially, so that racing members may not be put to the loss of time and money expended in attending such fizzles as the "Attleboro' Farmers and Mechanics' Association Grand Bicycle Parade and Races," which was advertised to be governed by League rules.

W. W. STALL.

BOSTON, 7 September, 1881.

St. Louis Notes.

RAIN has fallen steadily for four days in this section, and the roads are in excellent condition—for boating. While in a state of melancholy, caused by the horrible weather, one of the wheelmen conceived the idea of giving his all-bright wheel a coat of Japan varnish. Result, a shiny bike, the spokes looking bright and natural, and the forks and backbone slightly yellow, as if the machine had the jaundice. A bucket of water was thrown over it to "see how the thing worked," and no rust has made its appearance on the wheel yet. The owner is tired of oil and emery, and after a muddy ride, intends turning the hose on it, or letting the mud dry and brushing it off with a whisk broom.... G. G. Bain, captain, lately resigned on account of his position interfering with his studies. His successor will be appointed at the next club meeting on the 11th inst. ... The managers of the Southern Hotel gave us the use of one of their parlors for our club meetings, which have been held there from 20 August. This courtesy is appreciated by us, as public sentiment here is pretty much against bicycling. The Forest Park commissioners, some time since, held a meeting, and it was decided that while bicycles were undoubtedly a nuisance, no action would be taken in regard to them "unless the number largely increased." That's encouraging for the development of the sport, to say the least. In Tower Grove, the wheelman's paradise, no definite orders have been given, but the gatekeepers, gardeners, etc., are filled with a due sense of their own importance, and while

one says "You'll have to ride on the foot-path with them things," another will shout at you, "Get right out of this onto the main drive." The best way to Tower Grove is via Old Manchester Road and King's Highway. Straight across Grand avenue is the shortest, but the road is clay, and generally bad. ... Very little night riding is indulged in here, as it causes extreme profanity on the part of drivers. A dark lantern is used by one of the boys, and it answers the purpose pretty well, as it can be closed up when approaching a horse, and opened after passing him.... We have plenty of members, but a scarcity of machines, only fifteen being in use.... For the benefit of those who desire to learn the stand still, I give my experience. I took my machine in a narrow hallway, where I couldn't fall sideways, and practised in various ways, but it was n. g. I then tried a 36-inch wooden machine, the front wheel of, which turns nearly half way round, and found I could stand all right with hands off, and feet on pedals or in the spokes. Stood over twenty minutes with ease, and on trying my Columbia again, fell off in fifteen seconds. If any one fails to do this feat on a Columbia, let him try any machine whose front wheel will turn farther around, and I am confident he will get it inside of ten minutes. "626."

ST. LOUIS, 7 October, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World:—In a previous communication, I promised to report if anything of interest in bicycling matters transpired in our vicinity. At that time I had very little idea that anything would happen of sufficient moment to report; but contrary to expectation, some things have happened, and to make good my promise, I will proceed to tell about them.

The first something to which I have reference was a bicycle race at the fair of the Dutchess County Agricultural Society, at Washington Hollow, 21 September; open to all amateurs residing in the county. Mile heats, best two in three. First prize, gold badge; second, "Excelsior" cyclometer; third, pair bicycling shoes. The entries were R. O. Osborn, T. H. Ransom, J. Becker, E. S. Lockwood, and C. Ostrander, all of Poughkeepsie. Osborn won first prize in two straight heats, Ransom second, and Becker third. Time, first heat, 4m. 10 $\frac{1}{2}$ s.; 2d heat, 4m. 13s. Quite a damper was put on the participants in this race on account of an accident which befell Lockwood, who, while riding around the track for the first time after arriving upon the grounds, ran into a sand hole, which threw him, spraining his wrist and elbow so badly that it will be some months before he will be able to use his arm. Notwithstanding the management promised that the track should be sprinkled, rolled, and no horses allowed upon it until after the bicycle race should

be over, no attempt whatever was made on their part to fulfill any of the promises, and the track was in the worst possible condition. So bad was it that many owners of horses who had entered the races withdrew, not caring to run the risk of injuring their animals for the sake of winning the purses offered. So the participants deserve some credit, if the time does appear to savor of that of a "slow race." It will probably be a "cold day" before that same Dutchess County Agricultural Society will be able to fill another bicycle race with Poughkeepsie riders, although every one acknowledges that the fair would have been a total failure had it not been for the race. More than four times as many people were present on Wednesday, the day of the race, than on any other of the four days upon which the fair was held.... The other interesting event was no more nor less than a visit from "Kol Kron" to Poughkeepsie. That gentlemen arrived at noon on Monday, 26 September, and after dinner the club escorted him on a ride about the city: to Vassar College, the reservoir, and up the Hyde Park road to the Hudson River State Hospital. Notwithstanding the dusty condition of the roads (we having had no rain for nearly a month), and the intense heat, the ride was greatly enjoyed by the club members, and they hope also by their guest. It is rumored that the captain requested the bugler to *forget* to bring his bugle, out of respect to Mr. Kron's expressed preference for quiet rides; and it is also said that the bugler's feelings were so badly hurt by the evident failure on the part of the captain to appreciate his valuable services, that he (the bugler) has decided to quit Poughkeepsie for good and all. We understand he has taken up his abode in Philadelphia, where he hears there are *no restrictions on bicyclers*; and no doubt he will soon make himself famous there as he was here, not only as a bugler, but in many other ways. I will not endeavor to give a detailed account of Mr. Kron's stay, but hope he will think well enough of us and our city to make an account of his visit a part of one of his entertaining articles which appear from time to time in your excellent paper. In the WORLD of 30 September, "Steno" says, and says truthfully: Nine out of ten novices in bicycling, when purchasing machines, get them about four sizes too small; but he does *not* say whose fault it is that they do so. In my opinion, it is caused by the idiotic rules for measurement given in the catalogues. For instance, my measure calls for a 44-inch machine of close build. I bought first a 46-inch "Special Columbia," afterwards sold it, am now riding a 48-inch of the same make, and if I have good success in disposing of this one, I shall get a 50 inch. From this it would seem that there is a grave error in the tables.... If I am not taking up altogether too much of your valuable space, while finding fault, I would like to grumble a little at the system of numbers in the L. A. W. My first

membership ticket was originally numbered 1,444; this was subsequently changed to 1,443 by erasing the 4 and substituting a 3 in red ink; upon my badge was engraved 1,443, but when my membership ticket for 1881-82 arrived, lo! the number was 1,442; and all this in less than one month. Now you will clearly perceive that it is only a question of time, at this rate, for my number to become 1, or even less, if possible. If anybody knows why "this is thus," will they please rise and explain?

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 3 October, 1881.

Streator, Ill.

Editor Bi. World: — The Streator Bicycle Club has eight members, most of whom ride "Standard Columbias," but several have English machines. — This is our first year, and our boys have just fairly learned to ride with ease. Among the most prominent of our runs this season was one to Ottawa, sixteen and a half miles; the road is principally gravel, and a finer for bicycling than any other in this part of the State. The day of our run was a very rainy Sunday, but the road-bed was hard and little affected by the moisture. On the 8th of August last we visited the Aurora Club of Aurora, making a pleasant run to Batavia and return with them, a distance of fifteen miles, after which we were hospitably entertained by them. 23 August, we joined the Auroras in a run to Rockford, and had a pleasant interchange of courtesies with the club of that place, besides meeting Mr. N. K. Lillbridge, a well-known English wheelman, who rides a fifty-two-inch "D. H. F. Premier." One of our longest runs was out to Wine Lake, a famous Illinois watering place, thirty-six miles, and over some very poor roads. On the 18th of August, we gave the Aurora Club a reception at the secretary's rooms, the occasion being a very enjoyable one. We intend to hold more of these, and shall always be glad to welcome any wheelmen who may be travelling our way when such occasions are in progress. Last Sunday was the first time for over two months that our entire active membership has been got together. Ex-Capt. Roe, who is now stopping at Aurora, was down, and Treasurer Boys was at home from Chicago. At noon we enjoyed a pleasant ride through the parks and along River avenue to Coal Run, and returning to town had our pictures taken, one of which I enclose to you; and by the way, we should be pleased to exchange with other clubs. "56."

STREATOR, ILL., 12 October.

PIONEER BI. CLUB. — A New Zealand correspondent sends us the following concerning his club at Christchurch, in that province: "The annual general meeting of our club was held at the Commercial Hotel, 1 September; the chair was taken by the captain, Mr. E. C. Farr. The following were elected members of the club: Messrs. A. M. Ollivier, H. H.

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Loughnan, G. M. Douglas, A. E. Preece, A. Lowry, H. Spencer, H. Langdown, and R. W. Mountford. The following officers were elected: E. C. Farr, captain (re-elected); T. Searell, sub-captain (re-elected); J. F. Norris, honorable secretary and treasurer. Committee: Messrs. Ollivier, Douglas, Spencer, Dalton, and Dunsford. The opening run for the season was to Woodend, on Saturday, 3 September. Owing to the stiff northeast breeze blowing, only six members and a friend appeared at the starting point, the General Post-Office, for the opening run of the season, on Saturday last to Woodend. The head wind was too powerful to allow the bicyclists to proceed beyond Kaiapoi, where a good tea was partaken of at the Pier Hotel in company with two other members. They then indulged in music and singing till 8 P. M., at which time lamps were lit, the advance blown by the bugler, and the homeward journey commenced. The wind being in the rear, a pleasant pace was kept up till Christchurch was reached, and the members dispersed, having thoroughly enjoyed the outing.

A LITTLE son of Col. A. A. Pope, and who is, by the way, an expert bicycler, recently fell from a stone wall near his residence, in Newton, and sustained a double fracture of the leg. He is a bright but daring little fellow, always essaying perilous feats, and in this case was exercising his especial proclivity. He has never got hurt yet by bicycling.

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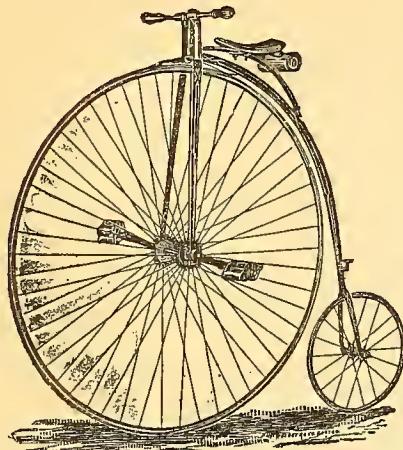
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