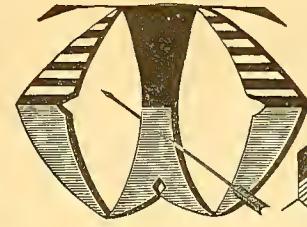


THE Bicycling World



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Number 8.

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CURRENT CALAMO

R. HOWELL secured first honors in the professional 1-mile championship race at Wolverhampton, 8 June. He took first place in the two last heats, beating both Keen and Cooper. Time in last two heats, 2 minutes 54 $\frac{1}{2}$ seconds, and 2 minutes 52 seconds. He rode a Rudge machine with Rudge ball bearings. At the Stamford bridge races 11 June, some fast time was made in a 1-mile open amateur handicap. W. E. McLuer, in the first heat, 2 minutes 52 $\frac{1}{2}$ seconds. O. Thorn, in fourth heat, second round, 2 minutes 54 seconds, and in final heat, 2 minutes 53 $\frac{1}{2}$ seconds.

THEY call the curious "Otto" machines a "dicycle," a name which excludes it from the ranks of bi- and tricycles.

THE L. A. W. entertainment committee has received from individual subscriptions enough to pay off the expenses of the Meet in Boston, amounting to over \$1,000, without calling upon the manufacturing and importing firms of this city, although they generously offered very large contributions.

THE New York *Herald* gives this item of news which indicates that the New York wheelmen mean "business": —

"Some bicycle riders have allowed themselves to be arrested in Central Park in order to test the constitutionality of the bicycle ordinance. Success to them. Between tipsy drivers of live horses and the sober riders of the steel horse there is a difference that should be recognized."

THE Boston 4th of July races, to be held on the Common, will consist of a 2-mile race, best two in three, for professionals, in which the prizes offered will be \$100, \$75 and \$50. An amateur 2-mile race, with three medals for prizes; an amateur mile race with three medals; an amateur half-mile race, best two in three heats, three medals; a 1-mile amateur tricycle race, two prizes, two medals, and a 500-yard amateur slow race, prize, medal. As the general committee appropriated \$500 this year, more than

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twice as much as heretofore, for the prizes in these races, the medals will be very handsome ones — those offered for first prizes will be particularly elegant. All entries for these races are to be made to William H. Lee, clerk of committees, City Hall, Boston.

THE English bicyclers who intended coming to America this spring have postponed their visit until the autumn. They will be welcome at any time, but we would prefer to have them come as they have lately decided to. Both the roads and the weather are more "settled" in the fall season.

SAYED SHE, "And why do you wear a cot on your thumb?" And said he, "Bicycle." "And that sticking-plaster on your knuckles?" "Bicycle." "And that pink court-plaster on your forehead?" "Bicycle." "And why do you wince

whenever your shoulder touches the back of the chair?" "Bicycle." "And why do you smell of arnica and witch-hazel and wormwood, and hops and carbolized vaseline?" "Bicycle." And then she asked what he would think of her if she bruised herself all over for the sake of a whim, and so on, and so on, and they had a quarrel. You'll see him at the parade tomorrow, but you won't know him. He will look no sadder than the rest; a bicycle casts a constant gloom over its owner. —*True Flag.*

THE following was received from Mr. Everett, chairman of the Reception Committee, at the Meet of the L. A. W.:—

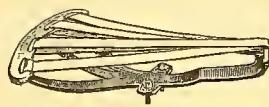
D. W. Hyde, Esq., Dear Sir:—17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston Bi. Club.

BOSTON, 21 June.

ATTENTION is called to the advertisement of G. W. Simmons & Son in another column. Any one in need of a uniform would do well to order from them.

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EDITED BY

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Author of "The Indispensable."

C. W. NAIRN,

Author of "The Bicycle Annual."

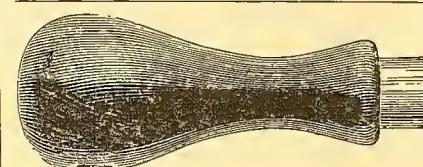
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business 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, 1 JULY, 1881.

FAREWELL.—A few short months ago the founder of the BICYCLING WORLD and ARCHERY FIELD, its chief supporter through the early struggles for successful existence, and its first and best editor, gave up the chair in the little sanctum to enter larger fields of literature, and more profitable avenues of business. The influence of his occasional presence and the influence of the fair-minded policy he had outlined for the paper, made the initiatory work of the present editor light indeed, and merged the old control into the new so gradually that the change was not perceptible. The duties were of a pleasant character, and were made more so for the new manager by the visits and encouragement of the old. As the days slipped by, however, these visits became more scarce, and at last the full burden of the work descended to us in the form we have since carried it.

By far a larger part of our readers have been generous supporters of every stand the paper has taken in relation to bicycling affairs. They have given it most substantial evidences of approbation, as in these few months our subscriptions have increased 40 per cent, and

have leniently criticised the character of literature presented. To conduct a literary magazine where contributors are abundant, and liberally paid for; where the best efforts of the leading writers are presented for publication, the task of editing is an easy and delightful one to the professional journalist; but in the limited sphere of a recreation not yet generally established, with no historical or legendary resources to draw upon, with an ever-empty contributors' box, with only the occasional work of inexperienced writers to select from, the task is one which as often tests the editor's patience as that of his readers. We do not say this as an apology for past work, as we have simply made the best of the situation, and have received many kindly assurances that the little journal has kept pace with the pastime it represents. We offer it with the hope that unkind criticism may not reach the future editor, that his way may be as pleasant as possible.

Mr. William E. Gilman, who will assume the editorial duties henceforth, is a journalist of considerable experience, having conducted a suburban newspaper, and reported for one of the Boston dailies for several years. He is the president of the Chelsea Bicycle Club, and has been an enthusiastic wheelman for over three years. There is no question as to his ability to conduct the BICYCLING WORLD in a creditable manner. From our belief in his thorough capability and from our personal regard for him, we wish him the very best success possible.

The editor retires to the quiet of his professional work—which has perhaps had hitherto too large a proportion of his working hours—content that he has been able to preserve the methods laid down by the founder of the paper; that he has been able to steer clear of the petty wrangles and personalities which consume so many youthful journals, and that he has been able to contribute a little to the entertainment of those who have a congenial fondness for life a-wheel. He retires with both pleasure and profit on his side,—the profit of a new and varied experience and the pleasure of an enlarged acquaintance among men whom in other walks of life he might not have met.

We cannot lay down the *stylus* without thanking those friends who gave generous assistance to our columns when

we most needed it. We feel most indebted to Mr. C. E. Hawley, Miss Madeline Maurey, Messrs. Chas. E. Pratt, C. P. Shillaber, and J. S. Dean. To these fellow-workers and to all those whose presence has brightened our little BICYCLING WORLD, we extend our most cordial thanks, and to them and our readers, "good by."

L. H.

ORGANIZING THE LEAGUE MEETING: SHALL IT BE IN CONGRESS OR A MOB?

BY PRESIDENT BATES.

THE recent L. A. W. Meet forced into serious consideration a question of League organization and business methods, upon a proper solution of which there is reason to think much of the future success of the League will depend. This question is the fundamental one, whether the League annual conventions shall be representative delegate bodies, representing all the wheelmen of America, or shall be mainly local or sectional mass meetings, representing nobody except the crowd present. The attempt made at the late Meet to combine the mass meeting with the delegate representative system led to much misunderstanding, was not productive of despatch of business, and did not commend itself to those familiar with the forms which long experience has demonstrated to be wisest and best in political, religious, and other large conventions.

The annual business meetings of the L. A. W. must take either one of two forms. The body must be either a representative congress of American wheelmen,—in which case it must be a convention of representative delegates, like the Congress of the United States, or like the delegates of political conventions, each delegate representing a fixed constituency, or it must be a chance-gathered mob, or mass meeting of those living near enough to attend.

At the late Meet, it was perhaps wisely deemed of great importance to receive as large an attendance as possible, even by the expedient of disfranchising those who did not attend, at least in part. Hereafter the attractions of the Meet—parade, banquet, and social reunion—will be sufficient to call together a large body of wheelmen. Within a few years, such will be the great increase in the number of wheelmen, there will be a larger attendance at the annual Meets than can be easily managed. The business part of the Meet will become of more importance than the number of riders in the parade; and it will be a necessity to have the business meeting reduced to an easily manageable number of men, specially selected for their representative characters and business capacities.

I believe that the wisest plan will be hereafter to require clubs to be represented in the business meeting by delegates only, if the club be taken as the

basis of representation; or by delegates from States only, if the State be chosen as the representative unit. By such a system every League member will be represented by a delegate elected for that express purpose; and the meeting will be reduced to such a number and be composed of those of such a business capacity as will insure a quick despatch of business, and the most thorough consideration of every important point,—a consideration which is never bestowed by a mass meeting.

I therefore suggest that if the club be taken as a unit for the next Meet, each club be positively required to send delegates to the business meeting,—one delegate for each club of ten members or less; clubs of more than ten members, to send one delegate for each ten members, and one additional delegate for any remaining fraction of ten which is more than a moiety of that number; these delegates to cast through their chairmen the entire vote to which the League membership of the club entitles it; unattached members from each State to elect from those present at the Meet one delegate for each ten and moiety, upon the same ratio; any State presenting less than a moiety of ten, to have each individual represent himself; all except Meet delegates to have the privilege of sitting in the convention only as spectators.

But I believe that a better system will be for each State, Territory, or province to elect delegates one for each fifty League members within its borders, and one for each fraction as large as a moiety of that number; each State, Territory, or province to be entitled to at least one delegate, even if it has less than twenty-five members. These delegates should be chosen by the wheelmen of each State, Territory, or province, during the month preceding the Meet, and have their credentials certified by the directors thereof; each club sending a certificate of its vote to the directors, and the unattached sending to the directors their individual votes; the directors to certify and declare the result of the election and provide the delegates with their credentials.

Such a system as this will generally result in the election as delegates of the men best fitted to represent the interests and attend to the business of their respective constituencies. Under this system, *all* the League wheelmen of the continent will be represented, the distant States and clubs as well as those nearer by; the business of the League will be better attended to; and California and Oregon, by electing delegates from Eastern States, in case they cannot send men of their own, and instructing their delegates, will have the same *pro rata* voice in the convention as Massachusetts or New York, while California and Oregon and other distant States will be thereby encouraged to try and send delegates from their own localities. Under the present system, or want of system, nobody was requested, or elected, or put under pressure, to attend; only those attended who person-

ally desired to do so. But the delegate system would induce distant States to raise money, if necessary, to send one or more delegates in case no suitable volunteers offered. This is the way this system works in political, religious, and other conventions.

The League has a total membership of about 1,700: yet the total number of votes in the business meeting was—for president, 564; for commander, 421; for corresponding secretary, 381; for recording secretary, 311. Thus less than one third of the whole membership of the League was represented in the highest votes cast, and less than one fifth in the lowest vote. This shows, first, a radical defect in representation; second, that those who were not delegates, having no duty imposed upon them, but representing only their own individual pleasure, rapidly tired of the tedium of business, and left the meeting, letting the vote drop from 564 to 311. This would not be likely to occur in a delegate convention, where each delegate would feel constrained to attend to the duty intrusted to him by a constituency to whom he would be responsible.

Therefore, I counsel to let the attractions of the great parade, the banquet, the exhibition of machines, the social reunion, etc., be depended upon to gather clubs and riders; and let the business convention be organized upon business principles and for business purposes solely, as are political and religious conventions.

To this complexion must we come at last, on account of our growing numbers; to this we should come at once, on account of equity, and business despatch and thoroughness.

RACES

FAST TIME AT WOLVERHAMPTON, ENGLAND.—There was a large attendance at the Molineux Grounds on Wednesday afternoon to witness the conclusion of the Whitsuntide Bicycle Sports. Howell, Wolverhampton, won both events. Details:—First-class Mile Handicap. Final heat: E. R. Howell, Wolverhampton, scratch, 1; A. Patrick, Wolverhampton, 60 yards start, 2; P. Kaye, Wolverhampton, 50, 3; Crutchley, Wolverhampton, 40, 4. Riding in magnificent form Howell held his men safe when little more than half the distance had been covered, and coming to the front in the last lap won, amidst much cheering, by ten yards, Patrick being half that distance in front of Kaye, Crutchley beaten off; time, 2 minutes, 52 seconds. Howell takes 30 $\frac{1}{2}$, Patrick 10 $\frac{1}{2}$, Kaye 5 $\frac{1}{2}$. One Mile Champion Race. Final heat; E. R. Howell, Wolverhampton, beat F. Cooper, London; the two men were side by side all the way up the straight. Howell just driving his machine home first by barely half a yard in the remarkable time of 2 minutes, 51 2-5th seconds. He takes 30 $\frac{1}{2}$ for this race, and a gold chronograph worth an additional 30 $\frac{1}{2}$, which, however, he must win a second time.

Briggs, Wolverhampton, 160 yards start, took the first prize (17 $\frac{1}{4}$) in the Second-Class Handicap, Hooke, Birmingham, 135, being second.

LOUISVILLE, KY.—The following account of the races, held at the Masonic Jubilee is taken from the Louisville *Courier Journal*.

OWEN W. THOMAS AND CHAS. H. JENKINS WINNERS—FASTEST TIME ON RECORD.

The programme of sports was opened at 3 o'clock in the afternoon with the bicycle races. Amusement of this nature is novel in Louisville, and until yesterday no regular bicycle races were ever had here. Consequently everybody was anxious to see what they were like. For this occasion a quarter-mile track as level as the bosom of a lake had been made about the field, and a magnificent view was afforded. The course was very hard and barely any dust was flying, so that this disagreeable feature of racing was avoided. A hard track, too, was very favorable to fast racing, and it was expected among the bicyclists that marvelous time would be made.

The first event was a race of half-mile heats, best two in three, for a medal valued at \$40. For this contest there were three entries, as follows: H. W. Craig, of the Chicago Bicycle Club; H. C. Schimpler, of the Falls City Club, of Louisville, and Owen W. Thomas, of the Louisville Bicycle Club. These young gentlemen were almost equally skilful, and, from the three, it was a difficult matter to name the winner, the result being more doubtful, perhaps, than the ordinary horse-race. Mr. Craig, the Chicago man, was thought to be the dark horse. The tips were in his favor, and in the outside betting he had the call. Among the bicyclists, however, the race was pretty generally conceded to Schimpler, who had won a race at Nashville the week before, and was known to be very fast. The smart ones, however, backed Thomas, for the reason that he was known to be not only a fast rider, but a stayer.

THE FIRST RACE.

At 3 o'clock time was called, and three contestants, mounted upon their noiseless steeds, appeared promptly upon the course, and were loudly cheered by their friends in the grand stand. Mr. Craig wore the regulation uniform of the Chicago Club, white short knee-breeches and red hose. Mr. Thomas's colors were pink and blue, and Mr. Schimpler's solid blue. Schimpler's machine was a fifty-six-inch Harvard, Thomas's a fifty-four-inch Special Columbia, and Craig's a fifty-four-inch D. H. F. Premier. The judges were Messrs. Dunnekake, Moran, and Horace Beddo, all of whom are prominent in bicycle circles. Craig had the inside track, with Schimpler on the next, and Thomas on the outside. In this way they came to the post, and were sent away on a flying start, all beautifully abreast. On the first turn, the Chicago man put the spurs to his steed, so to speak, and swiftly glided out of the

group, having a lead on the back stretch of twenty yards, with Schimpler second and Thomas, who was evidently riding a waiting race, away back. In this order they rounded the back turn, and, amid wild cheers, flew past the grand stand, having finished the quarter in forty-eight seconds. About this time the Chicago man began to weaken, and on the first turn in the second quarter Schimpler challenged him for the lead. There was a struggle for a moment and then the blue and blue shot past the red and white, and the star of the Falls City Club was in the ascendant. "Schimpler will win — they can't catch him," yelled the crowd, and for a moment it did seem that the hero of Nashville would take the heat in a canter. But bicycle races are just as uncertain as horse-races. While Schimpler was bowling along in front, Thomas was plodding steadily along in the rear with lots of life still left in him. On the back stretch he crept steadily forward, and long before the turn was reached had glided past the worn-out Chicagoan, and was making a grand effort for the lead. So fast and steady was his pace that when the home stretch was entered he was on even terms with Schimpler. Once more there was a struggle and the result was still beautifully uncertain until within ten yards of the string, when the pink and blue of Thomas flashed to the fore and glided home, winner of the heat by the length of his arm, in 1.38 $\frac{1}{4}$. Schimpler's time was 1.38 $\frac{3}{4}$, but Craig, who came in away behind, was not timed. Thomas had won the heat by fine jockeying, and the crowd applauded him loudly for his efforts.

SECOND HEAT. — In the second heat the three contestants, after a rest of 15 minutes, came to the post in fine trim, and were sent away on even terms. Craig again took the lead on the turn, but only held it for a moment, Schimpler gliding past him just as they entered the home stretch, and leading all the rest of the distance. At the second quarter, the race was prettily contested between all three, but Schimpler outlasted the other two and won over Thomas by two feet, with Craig a close third. In this heat Schimpler's time was 1.42 $\frac{1}{4}$ and Thomas 1.42 $\frac{1}{4}$.

THIRD HEAT. — Craig not having won a single heat in two retired, and the final contest was left between Schimpler and Thomas. Both of these gentlemen were pretty well blown by their previous efforts, but when they came to the post for the start in the third heat Thomas looked the fresher of the two and was a warm favorite. In this heat Schimpler was entitled to the inside track, but he surrendered it to the latter, for the reason that the judges had neglected to give him his proper position in the second heat after he had won the first.

FINAL HEAT.

Thomas got off a bit in the lead and was never headed from the start to the finish. Schimpler made a noble effort for victory at the finish, but the man in

pink fairly outlasted him, and crossed the string winner of the heat and race in 1.45 $\frac{1}{4}$. Schimpler's time was 1.46 $\frac{1}{4}$. The winner was loudly cheered, and everybody congratulated him upon his hard-earned victory. Mr. Thomas introduced this sport in Louisville, and his own popularity has served in a great part to make it popular. He is not only about the fastest and best rider but the most scientific and graceful.

THE SECOND RACE.

The second race was for the younger riders; a dash of one half-mile for a medal valued at \$20. For this event there were four starters: Charles H. Jenkins, from the Louisville Club, and Messrs. Chas. Kuntz, Wm. Roberts and Clarence Jenkins, from the Falls City Club. This race proved an easy victory for Charles Jenkins, who took the lead at the start and was never headed, winning in the remarkably fast time of 1.36. Roberts and Clarence Jenkins had a warm race for second place, but the former won by the skin of his teeth at the finish. Kuntz was a very bad last, having held that position from the start to the finish. Though nobody present knew positively, it was generally believed that Charles Jenkins' time in this race was the fastest for the distance on record. Mr. Jenkins is quite a youth, and has been training but a short time. He bids fair, if his performance yesterday is taken into consideration, to become one of the fastest riders in the country. Those who witnessed the races yesterday were more than pleased with the sport, and the expression was general that the management could not have added a more interesting feature to the programme. The two-mile race, that was to have been run yesterday, has been postponed until Friday.

100-MILE RECORD. — Mr. G. D. Gideon, of the Germantown Club, rode from Philadelphia to Jersey City on Saturday, 18 inst., between 5 A. M. and 9 P. M. The distance as covered by him, via Bristol, Trenton, Pennington, Somerville, Bound Brook, and Newark, with an additional ten miles lost in the san'l near Plainfield, N. J., being about 108 miles. Our consul, L. A. W. (also of Germantown Club), started, but broke his backbone near Pennington. *JO. PENNELL, Capt.*

MERIDEN, CT. — A two-mile bicycile race at Meriden, Ct., 18 June, was won by A. C. Church, of Hartford, and Clark Lawrence (Hartford Wheel Club), 2d. The five-mile race was won by C. Lawrence (Hartford Wheel Club), 52 inch; Dr. Rust (Meriden Wheel Club), 54 inch, 2d; and Church (unattached), 50 inch, 3d. Each rider was awarded suitable medals. The track much resembled a ploughed field, so time was not taken.

HARTFORD, 21 June.

ARLINGTON BI. CLUB. — The first annual races of the Arlington Bicycle Club, 30 June, at 5.30 P. M., at Iowa Circle, Rhode Island avenue. The races will be as follows: Quarter-mile dash,

best two in three; one mile; one hundred yards slow race (open for club members only); one mile against time — to beat 3.05 minutes; two miles (open to all, and one half mile open to boys under fourteen years of age, on rubber-tired machines.) The prices for each free to all race will be a gold medal, and for them an entrance fee of fifty cents will be charged. Entries close Tuesday evening, 28 June.

Visiting wheelmen are welcome to make our rooms their headquarters during their stay in the city, and every effort will be made to make their sojourn in the "bicycle paradise" a pleasant one.

All correspondence and entries to be addressed to the secretary,

*HOWELL STEWART,
No. 426 Sixth street, N. W.,
Washington, D. C.*

NEW ENGLAND FAIR RACES. — *Gentlemen:* — Will you please give notice in your next issue that the New England Fair races are fixed for 6 September. We will send you further details later, but would be pleased to have all New England clubs arrange so as to be with us on that date. *E. F. JOHNAN,
Sec. Worcester Bi. Club.*

WORCESTER, 25 June.

BOSTON AND MASSACHUSETTS INTER-CLUB RACES are thus described in the *Herald*: "A novelty in bicycling races was inaugurated by the Boston and Massachusetts Clubs Saturday afternoon, on the four-lap cinder track at Beacon Park, in the shape of an inter-club team race, distance ten miles, three men entering from each club. For several weeks past it has been an event of considerable interest to local bicyclers, as nothing of the kind had ever before been attempted, either in this country or England. The Boston Club put forward Messrs. Hodges, Dean and Lowell, and the Massachusetts Club was represented by Messrs. Alden, Parkhurst and Hardwick. There was a fair attendance of bicyclers, and the day was favorable, though a somewhat brisk westerly breeze operated against fast time, and the track (new as yet) was not in the best condition. A standing start was made at 4.10, positions having been drawn with the three Massachusetts men inside. On getting the word, Alden quickly took the front position, followed closely by Hodges, Lovell, Dean, Hardwick and Parkhurst, in the order named. For a dozen laps this order was maintained, though the first four riders formed a group, while the other two fell nearly a lap behind. As Alden increased his pace, Hodges followed doggedly, and at the end of the third mile the two were leading by a quarter of a lap, Lovell, Dean and Parkhurst forming another group, and Hardwick nearly a lap in the rear. Near the end of the fourth mile Parkhurst spurred past Lovell, and about the same time Hodges passed Alden, though the latter soon regained the lead. Soon after this the same little rider increased his advantage to half a lap, and as Park-

burst soon after passed Dean, the Massachusetts stock seemed rising. Hodges, however, held his distance against Alden for two or three miles more, the Massachusetts man in the mean while gaining a lap on Dean. At the end of the eighth mile he had also gained a lap on Hodges, the leading Boston man, and passed him on coming up the home stretch, his light weight giving him an advantage in riding against the wind. Parkhurst was, meantime, putting in good steady work against Dean and Lovell. On the last lap Hodges pressed Alden for the lead, but the latter responded bravely, and crossed the line still in the front, finishing one lap ahead, and making the distance in 41m. 18 $\frac{1}{2}$ s. He was warmly applauded, and deserved it all, as he rode throughout a plucky race, and came to the finish in excellent form. The others also spurted to lower the aggregate time, as every second was needed. Below is a summary of the race:—

Rider.	Machine.	Time.
G. E. Alden*	50-inch Prentier	41 18 $\frac{1}{2}$
E. E. Hodges†	54-inch Match'ess	42 13
H. E. Parkhurst*	50-inch Columbia	42 13
J. S. Dean†	56-inch Harvard	43 0 $\frac{1}{2}$
W. R. Lovell*	58-inch Harvard	43 0 $\frac{1}{2}$
M. H. Hardwick*	52-inch Harvard	44 12 $\frac{3}{4}$
* Massachusetts Club	† Boston Club.	
Aggregate Massachusetts time	127	44
Aggregate Boston time	128	16 $\frac{1}{2}$
Average Massachusetts time	42	34 $\frac{5}{8}$
Average Boston time	42	45 $\frac{3}{8}$
Massachusetts wins by 11 sec.		
Best man's time by miles, 3.49 $\frac{1}{2}$; 4.04 $\frac{3}{4}$; 4.05 $\frac{1}{2}$; 4.05 $\frac{1}{2}$; 4.08 $\frac{1}{2}$; 4.16 $\frac{1}{2}$; 4.13 $\frac{1}{2}$; 4.13 $\frac{1}{2}$; 4.04 $\frac{1}{2}$ — 41.18 $\frac{1}{2}$.		

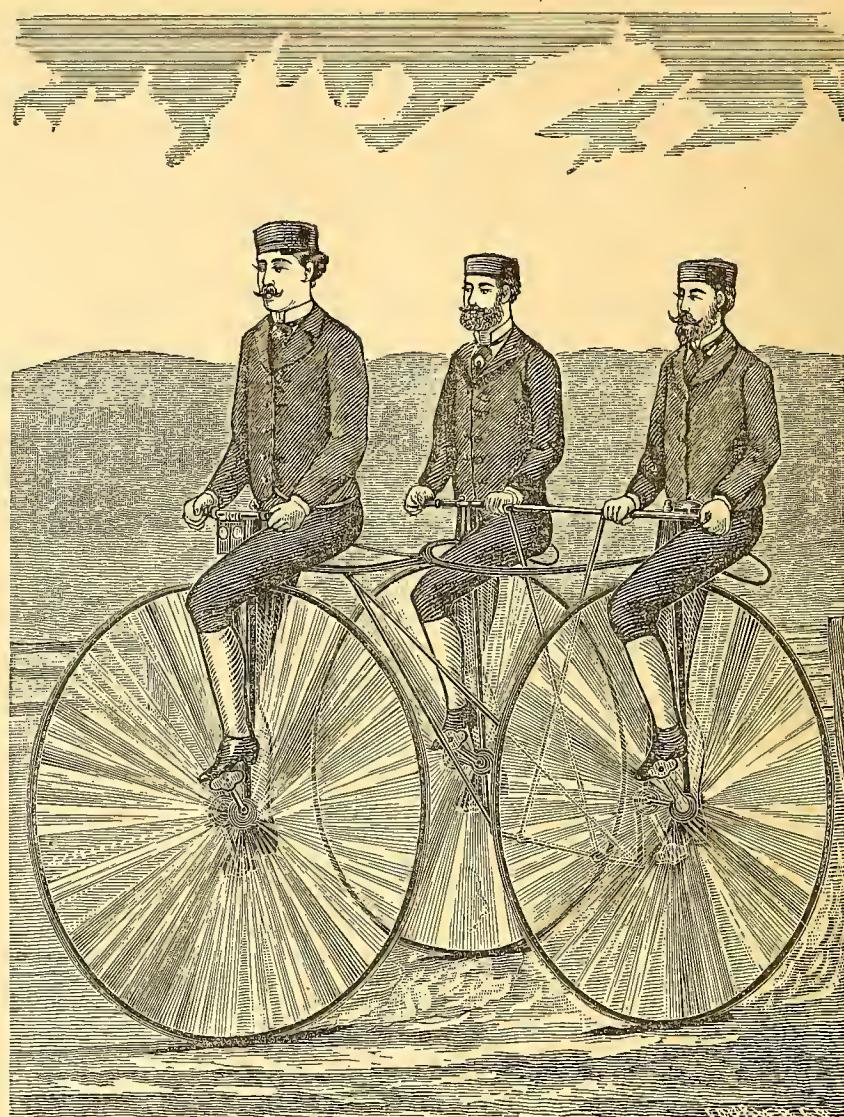
The two-and-a-half mile race between the two veterans of the Boston and Massachusetts Clubs was abandoned, the Massachusetts man deciding not to start.

SOME TRICYCLES. V.

THE TRIOCYCLE.

AMONGST the novelties in velocipedes, nothing seems to have roused more interest than has the triocycle, which like many other things put forward as novelties is only novel in certain details. Just as the general idea of an alleged bicycle, with the large driving-wheel in the rear and the small steering-wheel in front, and with levers and clutch mechanism to drive it, put forward as a novelty by the contrivers of the American Star, has been shown and patented in various forms years ago, and its features which are really new are minor ones of detail, so this three-wheeled vehicle, put forth by the Pope Manufacturing Company, under the above-mentioned name, was years ago in its general idea constructed and used, and patented in France; though the details of its construction which make it practicable and useful are partly those developed generally by the improvements in construction of the bicycle, and partly by minor details worked out by the makers.

However it has been developed, it is quite an attractive vehicle in several respects, as will be seen by the accompanying picture. It consists mainly of three large bicycle wheels of equal size, over



each of which a rider may sit, and connected together very rigidly by an ingenious framework. Two of the wheels run in the rear, and are abreast, and the other is in front of them, and is the guiding-wheel, being operated exactly like the front wheel of a bicycle; while all three are driving-wheels.

It is made principally in two sizes, and the adjustability of the pedals in the cranks, and of the saddles, makes it so that almost any one can ride one or the other of these sizes. The whole machine weighs less than three bicycles, and affords ample room and convenience for luggage. Those who ride the two rear wheels, need not be bicyclers, though the one who rides the steering wheel should be somewhat skilled, and of course training and experience count with this vehicle, as with any other.

It has been for some time observed on the streets of Boston, and other cities of Massachusetts, in Providence, in Buffalo, N. Y., and elsewhere, as a vehicle that

may hold its way through the crowded city, as well as over the country road. It makes a jolly boat for three persons to go off together with; and as there is no trouble about equilibrium, or headers, it has some attractions for the timid, as well as for those who like to be more sociable, and carry more luggage on an excursion. It is made by the Pope Manufacturing Company, the makers of the Columbia bicycles has ball bearings for the wheels, inch rubber tires, especially good springs, and is stanchly and reliably constructed in every respect. The price of each machine is two hundred and fifty dollars.

It is probable that its chief use will be by summer excursioners, or bicycle clubs; or very much in such a way as boats are often owned, by two or three or more, to take their enjoyment together. It is already used somewhat by bicycle agents as a machine to let to those who are not experienced bicyclers, but wish to enjoy the wheel in some form.

C. E. P.

L. A. W.

Amateur bicyclists 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, 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.

HAVERHILL BI. CLUB.—Additional: Edward Hale and Fred. Fith, both of Haverhill, Mass.

KEYSTONE BI. CLUB.—Additional: J. W. Pears, Pennsylvania avenue, E. E.; Paul S. Johnston, 5th avenue, E. E.; Philo M. French, Pennsylvania avenue, E. E.; John Woodwell, Pennsylvania avenue, E. E., all of Pittsburgh, Pa.

COSHOCOTON BI. CLUB.—J. P. Forbes, captain; E. O. Selby, E. E. Henry, W. Burns, all of Coshocton, Ohio.

MONTREAL BI. CLUB.—Additional: F. C. Holden, care of Ames, Holden & Co.; Jno. Darling, 39 Berri street; Jno. Trotter, care of Wallace C. Trotter; Jas. Webster, 137 Mansfield street; S. M. Baylis, care of Jas. Baylis & Son; Geo. R. Starks, care of Campbell Tobacco Company; J. A. Muirhead, care of British American Bank Note Company; Ferd. Macculloch, 8 Phillips square; Robt. Macculloch, 8 Phillips square; M. B. Davis, 1355 Catherine street, all of Montreal, Canada.

NEW YORK BI. CLUB.—Additional: Jas. B. Cousins, 199 Grand street; Jos. Cousins, Jr. 199 Grand street, both of New York city.

HARTFORD BI. CLUB.—Additional: T. Sedgwick Steele, Hartford, Conn.

BUCKEYE BI. CLUB.—Additional: E. W. Abrams, 197 E. State street; W. T. Eldridge, N. High street; F. W. Flowers, 344 Oak street; C. J. Krog, 7 S. High street; W. P. Kinnear, 101 S. 7th street; E. W. McColm, Franklin avenue; J. P. McCune, E. Broad street; T. C. Orndorf, 466 E. Long street; J. L. Pease, 47 N. High street; W. L. Peters, 591 N. High street; J. W. Wray, N. High street, all of Columbus, Ohio.

ALBANY BI. CLUB.—Additional: Matthew H. Cowell, care Dunn & Co., 481 Broadway; Henry R. Pierson, Jr., 34 Elk street; Edward Perry, Frank S. Perry, care of Perry & Co., 115 Hudson avenue; Thomas G. Van Antwerp, 162 Washington avenue; A. C. Brainard, 241 Lark street; J. G. Burch, Jr., care Gibbons & Burch, 1 Westerlo street; Charles L. Palmer, 274 State street, all of Albany, N. Y.

UNATTACHED.—Wm. H. Edmonds, 416 Washington street, Boston; Chas. S. Holmes, 173 3d avenue, Pittsburgh, Pa.; P. R. Wells, Nicetown Lane, Frankford; J. Dyson, 345 Adams street, Frankford; J. T. Crankshaw, 4320 Frankford avenue, all of Philadelphia, Pa.; Lucien M. Beebe, Jr., 52 East Bay, Charleston, S. C.; W. R. Sofield, Box 419 Charleston, S. C.; Fred C. Graven, Rochester, N. Y.; Alphonse Hamel, 11 Hamel street; Charles Burroughs, P. O. Box 1103; Arthur Laurant, 157 St. Joseph street; Wilfrid Brunet, Jr., 139 St. Joseph street, all of Quebec.

THE PRESIDENT'S BOY.

MASTER IRWIN GARFIELD, a young lad about eleven years of age, and next to the youngest of the President's sons, is immense, it matters not in what way he is looked at. He is n't in any sense what is called a bad boy, though full of life. He can't bear the idea of being caged up, as it were, in the upper rooms of the mansion, and insists on coming down stairs where he can see the folks that call. He would much rather go out into the streets and have a game of base ball than do anything else; but this is not allowed.

As soon as his private tutor leaves, generally by eleven o'clock in the day, Master Irwin puts in an appearance in the public part of the mansion. He is not still a minute from that time until he is forced into his little bed at night.

As a bicycle rider he is a great success. Not being allowed to take the machine out on the concrete streets, as other boys are, and ride to his heart's content, he manages to get his bicycle riding in the house, and can be seen any day flying about the east room or the tiled main hall. He claims the right of way in

all cases, and if people don't grant it willingly, he asserts himself by riding right through them, regardless of the consequences.

A couple of weeks since he made up his mind that he could walk on the top of an iron rail fence with the skill of the most accomplished tight-rope walker. He tried it and failed. When he was picked up it was found that he had given his ankle a severe twist. Three days in bed was the punishment for his effort, being unable during that time to walk, even if he wanted to.

As soon as he was able to get about he did so, notwithstanding Dr. Boynton's orders to the contrary; and though unable to walk for a couple of days more, he crawled about the floor. His next enterprise was to contract with a carpenter who happened to pass the house, by talking from an upper window, to make him a pair of crutches so he could get about more readily. The crutches came, but he was not allowed to use them. A day or so after he was able to get about as well almost as ever, though the swelling has not left his ankle yet.

Doing some fancy riding on his bicycle, he attempted to ride out of the front door and out on the portico and down a flight of stone steps into the drive in front. He failed again; and though in this case he escaped injury himself, the bicycle met with a severe injury, the front wheel being broken and the handle broken off. To-day he could be seen flying about the east room on the machine minus handle and one or more spokes in the wheel.

He kicked up a big sensation several days since by trying to pull out his teeth with a shoe hook, and actually had pulled out one tooth before he was discovered. —*Hartford Times.*

WHEEL CLUB DOINGS**BICYCLING IN LOWELL.**

On Wednesday evening, 22 June, the Vesper Boat Club, of Lowell, gave a tournament, consisting of bicycling and tennis, in the skating rink. The hall was prettily draped with Chinese lanterns and presented a gay appearance. The entertainment commenced with music by Berry's Band, followed by a drill by the well-known Providence Bicycle Club, who, notwithstanding lack of preparation, made a creditable appearance. Mr. Allen, Hermes Bicycle Club, Providence, then gave some very graceful trick-riding, which was highly appreciated. Mr. Allen rides with remarkable ease and grace, and promises to be well to the front in his specialties.

A four-handed set of tennis followed, but owing to the players' inability to see the ball, proved rather slow.

The slow race was won by Mr. Chandler, Providence Bicycle Club. Mr. F. S. Rollinson, appeared in his rôle of a novice learning to ride the wheel. He must be a close observer, as he certainly rendered the experiences of a beginner in a

very graphic manner. He handles the subject well, and if he brings the imitation a y closer to life, he can only end by breaking his neck in the usual manner.

The second set of tennis was then played, resulting in a tie.

After a brief intermission and music, the Providence Bicycle Club again appeared and finished their performance, which was loudly applauded.

The feature of the evening was the riding of Mr. Chandler, of the Providence Bicycle Club. He introduced some new features, among which was the picking a handkerchief from the floor with his foot, while at full speed, without leaving his machine. Mr. Chandler then performed the trick of riding on his front wheel the entire length of the rink. This feat has never been performed in this country before on the modern bicycle, and Mr. Chandler deserves a great deal of praise for his pluck in accomplishing the most difficult feat that has ever been attempted on the bicycle. This, without doubt, places Mr. Chandler at the head of all trick riders in America. To him belongs the honor of being the first to accomplish it. He was loudly applauded by those who understood the attempt, the remainder joining in the applause through sympathy.

The entertainment closed with a mile against time, by Mr. Rollinson, which was made in 3.54 1-2, being very creditable, owing to the small space.

The Providence Bicycle Club, with friends, were entertained by the Messrs. Butler, after the performance, at their house, which ended the affair in a very agreeable manner. The managers of the club deserve a great deal of credit, and it cannot fail to create a "boom" for the "wheel" in the city of spindles.

ESSEX BI. CLUB. — Eleven members responded to Secretary Bellman's invitation to run to his country seat at Madison; last Saturday, where they enjoyed a delicious country dinner, afterwards riding to Morristown, where a photograph was taken. There were five Harvards, two Special Clubs, two Columbias, a Matchless, and an Excelsior; five 54-inch, four 52-inch, a 56-inch, and a 58-inch.

Mr. H. C. Douglas, 341 Broadway, N. Y., has been appointed secretary and treasurer *pro tem.* for the summer.

A veteran wanderer took an hour's spin on a level piece of macadam in Orange, the other morning, covering 16 5-8 miles in the 60 minutes, an average gait of 3.36.

Mr. Warren Smith of the O. W. division, holds the championship for a month's road record in the club, having covered during June 525 miles, over every description of road from the Orange macadam to the Mill Dam(n!) at Boston.

BALLS.

THE CHELSEA BI. CLUB has been officially invited to participate in the civil and military parade in that city on Independence day, and will probably do so. An invitation has also been extended them

by the committee of the Rumney Marsh Maccaroons and Bumfisticated Squizzlers to act as escort to that corpse—which is to be resuscitated for parade at early dawn of that morning.

CHICAGO NOTES.

THE Chicago and Ariel Bi. Clubs have organized a series of races to take place monthly: the prize being a joint club medal. The first of the series will be held at Central Park, Matrice Track, next Saturday, 25th inst., and everybody is much interested in the result. The course will be five miles, the average time of the best three in each club being taken, and the man making the best time of the three will wear the medal, subject to result of next month's race. It is agreed that the club winning the medal the most times during the year shall retain the same permanently at the close of the season.

Our medal consists of the badges of the two clubs placed beside each other, both circular in shape. Between the circles appears the diamond-like front view of a bicycle, upon the handle-bar of which a gold eagle is perched with wings outspread.

Mr. A. S. Parsons, ex-corresponding secretary, L. A. W., attended one of our club meetings the other night, and we all like him very much. He says our roads are rough, pronounces our very best macadam as only equal to Boston's country roads. If that is the case, no wonder Boston has so many wheelmen.

We are anticipating a very fine time at the big Milwaukee run on the 2, 3, and 4 July. Chicago will turn out about thirty riders from its two clubs, and add to this the numerous unattached wheelmen from outside towns, who will centre in Chicago previous to the run, we will make a respectable delegation.

I tried hill climbing with my D. H. F. the other day and bent the spindle badly, all on account of having a loose head. Would advise that riders of these machines keep their heads comfortably tight when climbing hills and avoid accidents of this kind.

Geo. D. Hoffman, treasurer C. Bi. C., has returned from a year's visit to Europe, and brings home with him a 48-inch "Invincible," which is as much as to say that that is the best machine he could procure abroad.

Rev. Arthur Edwards, C. Bi. C., and son, have left for Europe, intending to make a wheel journey through England and Wales. Mr. Edwards, who is editor of the N. H. *Christian Advocate* of this city, will write regularly to the Chicago *Daily News*, giving accounts of his trip and of bicycling generally in the old country, which we will clip for the WORLD.

STENO.

CHICAGO, 24 June, 1881.

ESSEX RAMBLES. V.

HAVING practically recovered from their ride to Little Falls, and from the delightful though satiating visit to Boston, Brown, Jones and Smith met one

bright, sunny morning for a run to Franklin. Brown was faultlessly attired in the suit that struck such admiration into the soul of the Hub damsels; Smith was equipped in a gray shirt that made him look like a South Jersey farmer, and contrasted oddly with his exquisitely kept plated wheel; while Jones sported a white flannel shirt and a pair of white canvas shoes, looking like immense wings attached to the pedals. They also wore the usual nether garments peculiar to bicyclers. Riding to Montclair over a good gravel road, our party surmounted the upper hill. Smith, a veritable "Charley Crute," riding it in the face of a strong head wind, while the others strolled up, watching the exhibition of muscle ahead. After a drink from a wayside spring at the summit, they mounted and ran down "legs over," upon a superb macadam surface, that drew forth the following conversation:—Jones: "Fellows, did you find anything in Massachusetts to compare with our Essex roads?" "No," said Smith emphatically; while Brown, ever cautious and truthful, answered, "Only at Chestnut Hill Reservoir." "But, alas!" said Jones, "how gladly we would exchange with the Boston boys some of our fine surfaces for a few hundred miles of their country roads!"

Riding on without incident, the trio coasted another hill, and rode up the long grade through the little village of Verona, passing the county jail, which called forth the customary flattering remarks at each other's expense from the party. At Caldwell, the entire population were—oh, wicked Essex men!—at church, and consequently there was no one to interfere with the antics of the rural steeds hitched to the churchyard fence. Our wheelmen got safely past, however, and rolled on through the village, out upon the crest of the Second Mountain. As this title may seem a little unintelligible to the reader, it may be well to explain briefly the topography of that part of Jersey lying adjacent to and west of New York City. Crossing the Hudson, and traversing those Deutsch suburbs of the great metropolis, Hoboken and Jersey City, we come to Bergen Hill, running north and south, and pierced by many tunnels and cuts, unfortunately denied the level-seeking cyclo. The Newark meadows, uninhabited save by the untamed mosquito, stretch westward to the Passaic, upon whose banks rests the city of Newark, interesting to a bicycler on account of the peculiar atrocity of its cobblestone pavements, which can only be likened to the dry bed of a Rocky Mountain torrent. Newark rises abruptly at its western side; and now commences the wheelman's paradise, the Oranges, a beautifully undulating country running west for six miles, traversed everywhere by the famous roads of Essex.

The entire region back of Orange and Montclair is mountainous, three parallel ridges running north and south, known

as the First, Second, and Third Orange Mountains. Over these runs the Franklin macadam, affording tremendous coasts and correspondingly tough ascents. As the three Essexites emerged from a chestnut grove through which the road ran, they appeared to come to a veritable jumping-off place. Jones, who had taken the run before, pedalled ahead and throwing his legs over the handles, shot away down the steep grade with a rush, Brown and Smith following. The speed was at least thirty miles an hour; an open mouthed native was passed like a shot, two curves were tipped around in a deliciously dangerous way, and as all dismounted in the village of Franklin, a unanimous vote conceded it as the *very* finest coast, etc., etc. Indeed, they enjoyed it so much that they actually rode up the interminable hill, turned around, and coasted it again. "That hill," said Smith, giving his 52-inch a shake to see if it was all there, "that hill is worth a ride of ten miles just for a coast." A perceptible difference was felt on the return trip: the breeze that had been so refreshing going out was now dead astern, and while it helped to bowl the party along at a merry rate, they were soon very warm. The tranquillity of their ride home was broken by what Jones called "the tightest squeak, you know, ever had in my life," and his friends agreed that it was a very narrow escape from a bad smash-up. Jones, as usual, was leading the crowd down the long hill through Verona, and owing to the smoothness of the road, the bearings of his H. F. H., and the wind, was flying down legs over at a terrific pace. A turn in the road suddenly showed him a country team coming up. Upon seeing this flying apparition the prudent driver stopped his horses, waited until Jones, who was frantically yelling and gesticulating for him to turn over on his side of the road, had gotten within a hundred feet of him, and then deliberately pulled directly across his road, with the pole over the gutter! There was no time for Jones to wheel to the other side, and besides, as he afterwards said, "I had the right of way there, and I was going to keep it." So, flattening himself back, he turned his machine directly into the soft earth of the gutter, and up the rough bank, shot by the pole, and ran down into the road with a war-whoop of triumph. It was impossible to haul up while running at that gait, so the crazy driver got off unscathed; he shook his fist and swore at the others as they flew past on the opposite side. Jones proposes going back some day on a detective expedition.

The most delightful rides, however long, end too soon, and it was with regret that our three tourists rolled into Orange, and parted for their respective homes. It must, however, be admitted that this regret was tempered (the other fellows said that in Smith's case it was annihilated) by the fact that three steaming dinners were waiting to be eaten.

And in less than ten minutes, every sinner
Was busily eating his Sunday dinner;
Which ate the most 't would be hard to tell:
Brown, Jones, and Smith all crammed like—well,
XS-ively hungry fellows.

IXION.

BICYCLING must be regarded as a very immoral and inferior sport. The principal moral objection to it is that the bicycle rider usually finds it convenient to wear knickerbockers and stockings and a polo cap. Depravity of this sort naturally shocks a sensitive community.

Theologians are at variance on the question whether the bicycle is, of itself, immoral; but the liberal spirit of the age seems to incline to a compromise in looking upon the bicycle as not necessarily a profane vehicle, but only made so by the exasperating and aggravating wickedness of the average bicycler in keeping to his own side of the road and minding his own business.

Considered simply as a sport, bicycling must be adjudged inferior if not low, on account of its lack of the attractions common to all other forms of athletic recreation. The oarsman may get run down, or may fall overboard and be drowned, or may be sunstruck while racing under a broiling sky, or may catch malarial fever from rowing on muddy rivers in the evening. The man who rides on horseback has a chance of meeting his death in several different ways, including, if he is a member of an anise-seed-bag hunt, the chance of being shot by some farmer whose crops he has destroyed. Even the amateur pedestrian has the refined pleasure of holding his life in his hands, with a strong possibility of its being called in from several causes.

In bicycling you have only one way of hurting yourself,—by falling off your machine.

And that you can do only by the exercise of great carelessness or freshness.

For this and many other reasons the sport is abhorred by all highly intellectual people. It might stand higher in the public estimation if it brought its devotees into contact with professional athletes, acrobats, and trainers, or other cultivated classes; but unfortunately it does not.

Bicycling, however, attracts the general attention of the public. Wherever the bicycler goes, the natives testify their silent contempt for his baseness by firing stones at him and setting the dogs on him. Bicycling troubles especially those puffy young men whom a twenty-mile walk would break up finer than a Mechlin lace cobweb. They look upon this style of recreation as eminently ridiculous.

The sight of a bicycle always reduces a horse to a condition of maniacal terror. When a horse smells a bicycle half a mile away, he at once rises up on his hind legs, snorts wildly, and goes into a neat imitation of delirium tremens. If the dreaded vehicle approaches much nearer, the horse is apt to lie down and die. No horse was ever known to shy at a locomotive, a pile of bricks, a circus wagon, a road race be-

tween two fancy trotters or a man with a Japanese umbrella.

We fear that we cannot recommend bicycling to our reader: as a summer sport until it reforms its glaring immorality, especially in the matter of knickerbockers and polo caps. — *Puck on Wheels.*

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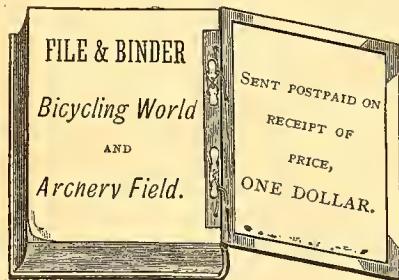
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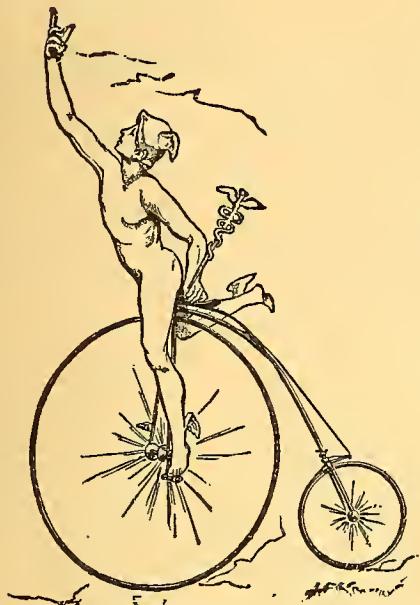
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