

THE Bicycling World

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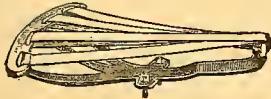
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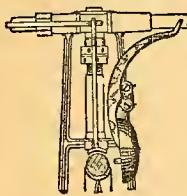
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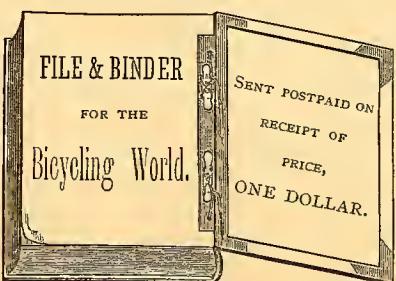
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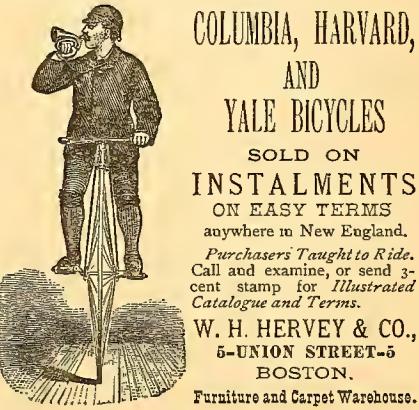
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

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THE L. A. W. Hand-Book 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 stiff paper covers, 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, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DR. LWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 79½ 5th avenue, New York.

Bicycling Literature.

We have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth.....	\$.00
" " " 2, " "	2 .00
Patent File and Binder for World.....	1 .00
American Bicycling Journal, bound in cloth.....	4 .00
L. A. W. Handbook, 1881.....	30
Sturmey's Indispensable, 1880.....	30
" " " 1881.....	50
American Bicycler, by Charles E. Pratt.....	60
Velocipede, History of.....	30
Lyra Bicyclica; Poems by J. G. Dalton.....	60
Wheelman's Year Book, 1881.....	30
Cycling Sketches, cloth.....	1 .00
" " " paper.....	50
Wheel World Annual, 1881.....	30
Photographs of Wheelmen at Newport.....	\$2.50 and 2 .00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 .00
Cyclist, Coventry, England (weekly).....	1 .75
Le Sport Velocipedique, Paris (weekly).....	1 .75
Bicycling News, London, England (weekly).....	3 .50
Bicycling Times, London, England (weekly).....	3 .50
Tricycling Journal, London, England (weekly).....	2 .00

Our second order for Sturmey's "Indispensable" for 1881 has not yet been filed, 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 post-paid 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.

CURRENTTE CALAMO

THE Bay State Bicycle Wheel Club made a run to South Framingham and return last Sunday.

ALGERNON CHOLMONDELEY JONES objects to the use of the bugle by wheelmen. "It is quite too utterly toot-too, you know."

THE New Haven Tricycle Club was organized 15 October, 1881, with ten members. So far as known, this is the first tricycling club in America.

OUR old friend, Russ B. Walker, puts his card out for the attention of bicyclers who wish to dance while wheeling is impracticable, and we think the suggestion is a good one; because it gives us an agreeable chance to cultivate the social graces with prospective tricycleresses.

A BLUE MOUND, ILL., subscriber sent the following to us on a postal card: "Do not send that paper any more, as it is a nuisance to me, as I hardly ever read it since I sold my bicycle. Bicycles are an outrage on civilization in this fertile country, where we have no roads fit for self-propelling vehicles of any gender."

PERSONAL

MR. H. S. KEMPTON has given up the conduct of the bicycling department in the Boston *Sunday Herald*.

CRAGIN has been "mashing" the Suckeresses, Hoosierines and Buckeyettes along his track from Chicago, so he says.

PRESIDENT PRATT has started up a hornet's nest by his expression at the League meeting last month of his views on the conditions of League badge possession.

STALL joined the Harrison-Fourdriner-Miller-Whittaker-Gilman party at South Natick, Sunday afternoon, just after dinner, and accompanied them back to the city as far as Brighton.

W. H. MILLER, president of the Buckeye Bicycle Club of Columbus, O., is in town. He is himself an enthusiastic wheelman, and reports bicycling in the mid-West as rapidly and permanently increasing.

THE Boston Bicycle Club have purchased the Massachusetts Club's share of the furniture and fittings of their joint headquarters, and will transfer them to the new quarters of the club — when they secure the new quarters.

FRANCIS CRAGIN had arrived in Washington, Pa., at 6:35 P. M., 17 October. We accidentally sent the third instalment of his manuscript to the printer last week. We shall publish the second instalment in our next issue.

FRED. JENKINS, editor and publisher of the *Wheel*, has sent us a box of handsome stationery bearing the imprint of the new L. A. W. badge on both paper and envelopes. It looks very neat, and if wheelmen will send five cents to 75 Fulton street, New York, they can soon see a sample sheet.

W. GAYLORD BELL of Cheyenne, Wyoming Territory, while riding one morning last month, in attempting to turn a sharp corner, tripped on a large pine knot in the road and took a header, breaking his arm and otherwise sustaining bruises. He expected, at last advices, to ride again in a very short time.

MESSRS. HARRISON AND FOURDRINIER of the Boston Club, and Mr. Gilman of the Chelsea Club, accompanied by President Miller of the Buckeye Club of Columbus, O., started for a run into the country Sunday. At the Brookline reservoir Consul Whittaker of the Cornet Club of Needham joined the party and escorted them to Needham, South Natick, and return by way of Wellesley, Newton, and Brookline. The party had an excellent dinner and were well treated at Bailey's Hotel, South Natick, and recommend wheelmen to go there.



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., 8 PEMBERTON SQ., 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, 28 OCTOBER, 1881.

THE LEAGUE BADGE.

THE adoption of a new badge design by the League, at its last quarterly meeting, and the opinions expressed during the discussion, respecting the relative rights of the organization and its individual members in the matter, have begun to elicit opinions from the latter, to two of whom we accord space in this issue; and it must be confessed that their criticisms on several points are very pertinent. Respecting the new League badge, we understand that the regulation size and style as adopted by the League are that represented in the cut in Mr. Lamson's advertisement, and may be of silver, of gold, or partly of both, as purchasers may choose; but we do not understand that this will preclude members from having the design in other sizes and styles, such as in the form of scarf-pins, bosom-studs, uniform buttons, or imprints on ribbons,—except that, as the design is Mr. Lamson's property, manufacture must be through him, or by his permission. Neither does this design arbitrarily supersede the present League badge. Either may be used and recognized as the proper emblem of the L. A. W., and it leaves the choice with individual mem-

bers; for possession of a badge is no proof of membership, the League certificate for the current year being the only legitimate voucher. So far as the badge being the property of the League, subject to reclamation from a member who resigns or is expelled, such a condition is only nominal, having no legal tenure in an unincorporated organization like ours, and its surrender to the League is only a question of morals. We quite agree with those who disagree with the opinion expressed at the League meeting, to the effect that a withdrawing member has no option but to return his badge, while the League possesses the option of retaining or returning the money deposit therefor. In fact, since the badge is only a symbol and not a guaranty of membership, and like Masonic or Odd Fellowship emblems, may be owned and worn by non-members, we see no advantage in the League owning it. As a financial speculation, it may hold the patent and sell badges, or loan them for a sum which will bring a profit; but beyond this we recommend the League to abandon all claims.

Some Tricycles. VII.

DELTA, ETC.

I BELIEVE it has been observed before, but it may bear repeating, that the tricycle does not appear to have received from makers or from critics so much mechanical attention as the bicycle. There are numerous points yet uncovered. I once tipped Mr. Frank Weston a hint, which I see no evidence of his having taken to practical purpose, and now I tip it to others; that was, that if he wished really to make the "Harvard" tricycle anything different from the "Excelsior No. 1," of Bayliss, Thomas & Co., or if he wished to make it apparent that it was built for American use and entitled to an American name, he should have it made with the large driving wheel on the right-hand side instead of the left. With a single driver, and a smaller supporting wheel opposite, it is very awkward to ride with the large wheel higher or with the supporting wheel on the lower side of the road. For English use, where the rule of the road is to turn out to the left, the "Excelsior" or the "Harvard" is rightly arranged in this respect; but for American roads, where the rule of the road is to turn out to the right, and where one mostly rides on the right-hand slope of the road, the arrangement of the wheels should be reversed. There is another point, applicable alike to either single or double drivers, but important to rear steers. Of course it is well recognized that the pedals should be brought pretty well under the body of the rider, so as to

utilize weight in driving; but now in this class of tricycles the pedals should be brought well under the axle of the driving wheel or wheels, because there is about forty per cent of the weight of the rider on the pedals all the time, and from that upwards to ninety per cent of the weight of the rider, as the driving becomes more rapid or more difficult. If, therefore, the pedal shaft be geared forward of a perpendicular through the axle of the driving wheels, when more than half the weight of the rider is thrown upon the pedals there is a tendency to tilt the machine forward and destroy the steering and the brake gear. This might be obviated by bringing the pedal shaft to a point substantially vertically beneath the axle of the driving wheel. It is true that the weight would then rest considerably on the small wheel, when not drawn upon most for driving; but this would tend to make the machine steadier, and the difficulty of driving would not be much increased. A brake on the rear wheel would then be worth something, and the steering would not be precarious. This point happens to be well observed in the "Delta," made by the Birmingham Small Arms Company, England, and one of which I have recently had the opportunity to examine and try. This is a double driver, forty-two inches in width, with front driving wheels fifty or fifty-six inches in diameter, and a rear steering wheel twenty-two inches in diameter. It has hardened parallel bearings, a double band brake acting on both driving wheels at the same time. The propelling mechanism consists in a double-cranked pedal shaft, adjustable on the lower ends of the hayfork frame, and which is connected with a toothed drum at each end, over which endless chains pass to corresponding toothed drums on the hubs of the driving wheels. The peculiarity about this driving mechanism lies in the ratchet drums of the crank shaft. These drums are loose on the shaft, and the shaft bears a four-way cam on each end, which operates within two cams of the same thickness within each drum, being held toward each other by spiral springs, and adapted on their central concave sides to the cam on the shaft, while their peripheral sides are in the arc of a circle of the same diameter as the interior of the drums. In operation, as the rider sits with his feet on the pedals he may hold his feet at rest, the pedals not moving while the machine goes on, as for instance down grade; or he may back-pedal or forward-pedal without any change of the mechanism or touching anything but the pedals,—this effect resulting from the fact that when the pedals are at rest the semicircular cams in the drums are brought toward each other and do not operate, but with a sudden motion of the foot, either forward or backward, the shaft cams drive them apart, and they engage as friction clutches with the drums. This tricycle may therefore be classed as a rear steerer, double driver, and the wheels are

capable of independent motions, as in turning curves; and it has some other advantages. The frame is so constructed that the crank shaft is brought well under the axles of the driving wheels, so it is a pretty sure steerer,—and the front-wheel brake applying to both wheels makes it strong in this respect, whilst it has also the safeguard of back-pedalling. It is mechanically well-made and finished, and is of about the same price as the "Salvo," described in my last paper. The driving mechanism should not be recommended, however, without some word of qualification; since, although it has a crank shaft, it is really a clutch driver, and clutches on any velocipede have their disadvantages. One disadvantage, which they have on most machines,—of making it impossible to back-pedal,—is obviated in this one, to be sure: but a clutch is more likely to get out of order or to fail to operate than a keyed crank or wheel; and at high speed every clutch is difficult to operate, from the fact that the foot must move so much quicker than the point which the clutch is to operate on. But disadvantages on any machine have to be balanced against advantages. There is an American tricycle not yet fairly upon the market, which I have tried, and which has a clutch driving mechanism, and which is apparently quite satisfactory. I have been promised a cut to make my description better understood, or else should have furnished the readers of the BICYCLING WORLD with a description before this. Perhaps in my next paper I may describe it fully.

C. E. P.

CORRESPONDENCE

Newburyport Gossip.

Editor Bicycling World:—Doubtless you have wondered, and probably several wheelmen have, why Newburyport has never been heard from through the columns of the WORLD, except in the way of bad roads; and I thought a few notes from this city would be interesting to your readers. The pioneer wheelman of this place, I think, was Mr. Wills, now of the Massachusetts Club, and for a long time he was obliged to ride alone. Until within a year the bicycle was but little known here, and well does the writer remember when he ran a mile to the principal hotel of the city, and there was allowed to gaze upon that mysterious machine and hear the riders talk of open heads, backbones, tangent spokes, ball and cone bearings, etc., which was as unintelligible to him as the dead languages. But now how different! He has been fully introduced to the tricks and intricacies of the silent steed, and has conquered it.

We have in this city, now, nine machines, and one in the neighboring town of Newbury. The sizes and makes are as follows: One 54-inch "Special Challenge"; two 52-inch "Standard Columbias"; three 50-inch "Standards"; one

50-inch "Harvard"; one 48-inch "Standard"; one 46-inch "Mustang"; and one—well, I can't class it; it is home-made, 54-inch, with most of the material purchased of the Pope Manufacturing Company. There are also two 42-inch wheels, manufactured by Wilkinson, of Chicago, run by boys, which of course we do not reckon among our number. Our most familiar runs are to Rowley and Ipswich, seven and twelve miles distant, respectively, the roads being first-class; or for a short spin, to the "oyster-shell road," about three miles distant from the city proper, a ride over which will amply repay the wheelman for the exertion in climbing gravel hill just this side. Our men, when on a run, present a motley appearance. Some appear in helmets, some in polos, some in neither; some with knickerbockers, some without; and shirts, some appear in gray, others in blue, white, and a variety of colors, and some with none at all, but in jackets.....There is but little interest taken in club affairs here, but a few, the writer among them, are working hard to organize a club, embracing the town of Amesbury, five miles distant, which possesses four wheels and is likely to have more. If we succeed, we shall probably have a riding hall and club-room this winter.....The drivers of horses in this city are, as a general rule, courteous and obliging to wheelmen; but once in a while we encounter some narrow-minded man who wants the whole road to himself....We have had some fancy riding here; some that is not often done, and is not among the feats of the Aelous Club, such as riding over fences, down flights of stairs, etc. One of our men, soon after receiving his 52-inch "Standard," was taking a morning spin on the mall (the name for our common), when he was seen to ride upon a seat, over a fence, and down an embankment on the other side; no bones broken. Another was practising on his 54-inch, in his attic, (fact!) which had a flight of stairs leading to the floor beneath, with no rail surrounding them. Suffice it to say that he takes his practice spins on the road now.Ipswich, for a time, was shunned by our wheelmen, as the very air seemed to have the taint of accident in it. First on the list was a rider of that town who broke his nose; next was a Newburyporter who buckled his wheel while in that place; then followed the sad accident to Bosson, of the Chelsea club; following him came a Newburyporter, who buckled his wheel there; and lastly, one of our men fell while on a run to that town, and sprained his wrist. Ipswich people regard the bicycle as a dangerous article.....Two of our men took a run to Amesbury last Saturday; distance five miles, most of which is sidewalk riding. After climbing Patten's hill,—and they did climb it,—the main street of the town was reached, which rode as if it was paved with bricks placed endwise, and two or three inches apart. They dismounted and walked through

the town. While there they fell in with Mr. F. W. Merrill, a very genial and courteous gentleman, who thinks of purchasing a wheel. We sincerely hope he will; such men as he add dignity to the pastime, and tend to raise it in the estimation of the general public.....Whistles are getting quite popular here, bells being disliked, as they are easily broken and they interfere with coasting.....I have nothing to say in defence of the roads in this city. They are bad, they are execrable; but I have a word of apology to offer, and that is that water has lately been introduced into the city, and the road bed has been dug up considerable in consequence. Still, there is nothing like getting used to it, and one can get through the city without much difficulty, if he knows where the good patches of road are. Road, did I say? sidewalk, I mean. Don't give it away, but we ride on the sidewalk a good deal down here; nobody seems to notice it, except once in a while, when we meet a refractory female who stoutly declares there "those things have no right on the sidewalk, and I shall not budge an inch"; but as you approach them, they generally squeeze out room enough to pass.....If this does not interview your waste basket, you may hear from me again, in regard to wheel doings in this city and vicinity. If any of your readers dare venture over the "meanest roads they ever encountered" (I believe that is a Chelsea expression), and come this way, no one will be more glad to see them than your correspondent.

ELLSWORTH.

NEWBURYPORT, MASS., 4 October, 1881.

Canandaigua, N. Y.

Editor Bicycling World:—The worthy secretary of our bicycle club has several times promised me that you should receive a communication from old Ontario County. Having failed to see any production from his pen in your paper, I have been led to send you a few random thoughts. Returning from the Meet of the L. A. W. last June, so brimfull of enthusiasm that in less than two months so much had been imparted to others that we had a well-organized, active club of sixteen members in our place of 6,000 inhabitants. Although the pioneer in bicycling, and oldest rider in years in our county, I feel about as young as any of the boys. Two weeks ago we had a very delightful time at Elmira, visiting the State Fair, and enjoying the hospitality of the Elmira Bicycle Club, as their guests. Returning, we left the cars at Havana, visited the glen there; and then, mounting our wheels, in twelve minutes were at Watkins, distance three miles, having ridden over as fine a road as Boston can boast of, with a descending grade all the way. I would speak of the wonderful glen we visited, but it must be seen to be appreciated. It is well worth a visit. A trip of forty miles from Watkins to Geneva, over

Seneca Lake, afforded rest and refreshment, bringing us within sixteen miles of home.... Last week our club enjoyed the hospitalities of the Geneva Club, and took part in the races.... At the annual meet of our county agricultural society, held this week, the bicycle races did not amount to very much; but the trick riding of George Hayes of Canandaigua and Fred Nester of Geneva was very superior, and they captured the two gold medals in order above mentioned.... I would like to give you a description of a little improvement that I have made; although original with me, it might have been suggested to some others. It is the combination of my "Excelsior" cyclometer and "King-of-the-Road" lamp, so that I can carry them both at the same time. I first removed the attachment from top of lamp that kept it in centre of axle; made a pattern for two brass castings that should fit the top of lamp and cyclometer, so that when connected, the lamp would hang down and the cyclometer stand above the axle and revolve on its opening for axle of wheel; removed the screws that held the cyclometer together; drilled out the same holes a little larger, and fitted new screws sufficiently long to pass through both parts of the cyclometer, cutting the thread in brass castings for same. Thus my cyclometer was firmly secured to the attachment. I then fitted the attachment to top of lamp, and when placed in position, drilled through the two, and fitted two bolts with nuts, which secured the brass attachments to the lamp. The old hinge of lamp was thus closed up, but I sawed through the same attachment on top of lamp where the two joined, and easily made a new hinge for opening the front door. The top of the lamp that revolved on the axle could just as well have been entirely removed; but by attaching, as I did, it made the lamp hang lower, giving a better light and appearance.... To prevent the dust from getting into the cone bearings of the little wheel of my "Royal Challenge," I cut off two pieces of three-fourth inch rubber tubing, one fourth inch width, and slipped them on the axle when the wheel was removed, but before doing so, countersunk by trimming the end that came up against the hub of the wheel. The thin edge of the rubber produces very little friction, and most effectually keeps out dirt.

A. G. C., Captain Canandaigua Bi. C.

Halifax.

Editor Bicycling World: — During the past week we have been honored with a visit from Mr. C. H. Dimock, consul for the League of American Wheelmen for Windsor, who is the oldest bicyclist in the province. During his sojourn here we tried to get up races; but owing to the roughness of our trotting tracks, were unable to make satisfactory arrangements with the committee who had it in charge, and who named a course on which we should run, or they would withdraw prizes. This was on the occasion of the

Dominion exhibition, when the city offered prizes for all sports; but owing to their ignorance of bicycling we were confined to the trotting track in the Exhibition grounds, and it being too rough for the carriages, we certainly refused to compete on this course, valuing our necks more than the prizes that were offered. Arrangements are now being made to hold races open to the Province, at Truro, on or about the 25th inst.... On the 2d inst., two members of the Halifax Bicycle Club met for a run to the Lakeside (thirteen miles); the day was fine, and the ride was one of pleasure, meeting at the Lakeside several ladies, with whom a pleasant afternoon was spent. The return was made at 5.30 P. M., and five miles traversed, when darkness prevailed; but it seemed to impede the progress of the riders but little, for the remaining eight miles was made in fifty-five minutes, which I think good time "in the dark," having no lanterns to light the way.... I have been riding with a Burley "skeleton" saddle for the last fortnight, and for riding long journeys, I think it a good saddle; but for ordinary use I would give preference to the "suspension" as furnished with the "Columbia" bicycles. It might be improved for ordinary use by making the edges a little rounder, for as they are I find a little difficulty in mounting and dismounting; this is the only fault I have to find with it.... In looking over my log I find since the 1st of September I have 250 miles registered; but until the high wind which has been blowing for the past three days decreases, I will have registered very few miles, for I dislike to ride against a strong wind.... To the list of tricyclists there has been one added since the 10th inst., a gentleman having imported a folding "Challenge," which appears to be a very nice machine, and a great improvement over the "Salvo," the only other tricycle here.... I am happy to have to report no accident lately in either tricycling or bicycling. . With the suggestion of "C. H. L." in the WORLD of the 7th inst. I quite agree, and have named my bicycle "Maria."

BLUENOSE.
HALIFAX, N. S., 12 October, 1881.

Montreal.

Editor Bicycling World: — How little are our worthiest efforts appreciated by a coarse and unfeeling world! How often has it been the lot of many of us to rear the young gazelle, and find, etc., etc! Alas that it should be so! and yet so it is. These gloomy thoughts have been suggested partly on account of the very wet day, and partly on account of the lamentable ending to a trip out into the townships indulged in by four of our men, a few weeks ago. Fired with the desire to add to the glory of our club, the "Big 4," "Arry," "Geawge," "Jingling Johnny," and "Macspes," started for Sweetsburg to capture the medals offered for a two-mile race. On arriving at the town, they wended their way, the observed of all observers, to the principal

hotel, where they — rather incautiously, perhaps — indulged in a hearty dinner previous to adjourning to the race-course. On arriving there, the four heroes at once stripped for the contest. "Are you ready, gentlemen? Go!" And away they fly, their swiftly revolving wheels casting flashes of light upon the grand stand, as they hum past in their mad career.

Alas, alas! in vain, "'Arry," do you take a fresh grip of your "English nose" with those elegant, lady-killing eye-glasses. My son, my son, the Fates are "agin" you. I was afraid that last piece of roast beef would settle you, but you would have it, and now you have got to take a back seat, as "Macspes" and "Geawge" pass you, with "Jingling Johnny" away to the front. But what is that commotion in the front? a man off? Surely not; yet so it is. J. J. has dismounted to oil a tight pedal, and generally fix up his "Racer," and yet manages to come in first. Time for the two miles, — steady now, don't jump, — 12½ minutes. The following day nothing would do them but they must go for a ride to a neighboring village. Some twelve miles distant, but as they were *afraid* to ride down the hills and *couldn't* ride up, and there was nothing else to speak of, they did not get much riding. They were about "busted" with the hills, and in fact, they all "stopped short" at the foot of a stiff 'un; and there they might have been sticking yet, had not J. J. been fired with an idea that he at once put into practice. He clambered up to the top, and waving his arms to attract their attention, he shouted at the top of his voice, "Dinner!" when with one accord they all three

Went up the hillside
With that sort of stride
A man puts out when walking
In search of a bride,"

and soon were at the top, from whence they walked to their hotel quite satisfied with riding.

Our streets are in a dreadful state with mud. They always are in the spring and fall. To give you an idea of how bad they are, I have only to relate an incident that did not come under my personal knowledge, but which I am assured is quite true. A policeman on the sidewalk, seeing a tall hat apparently resting on the surface of the streets, or rather mud, wades towards it, lifts it up and discovers a man underneath, the head alone being visible. This luckless individual, in response to interrogation as to how he came there, answered that he sunk, and would have been totally immersed but for the fact that his feet rested on the top of a 'bus, which with four horses went down before him. And yet some of our fellows ride through these streets.

K. K.

MONTREAL, 15 October, 1881.

Chicago.

Editor Bicycling World: — The Chicago Bicycle Club are now settled in their new quarters in the South Side Na-

tatorium. The situation is one of the most convenient in the city, at the corner of Michigan avenue and Jackson street, just where the boulevard begins opposite the Exposition building, where we have our four-lap-a-mile course in winter. Lake Park is also opposite, whose winding cinder paths will receive the preference on days when out-of-door riding will be more preferable. Being exactly in the centre of the city, it is equally convenient to the north, south, and west divisions, and is surrounded with brand-new wood-paved streets. The main interior of the building, about 50 x 100 feet, is occupied by Mr. Fairfield's riding school, under the management of Prof. Rollinson. The front corner rooms, formerly the ladies' parlor of the Natatorium, are the quarters of the club; while directly underneath, in the dry, light basement, are the stables for machines. We will be pleased to welcome visiting wheelmen at our rooms any day or evening....Prof. Rollinson is astonishing the natives with some wonderful trick-riding. Imitation will be next in order, and then a few broken necks!....Mr. Jeffery, our bicycle manufacturer, who will produce something fine when those patents run out, which is understood to be in less than two years, has built a novel tricycle. It is arranged so the rider is directly over the front axle in a standing position, with a bicycle backbone and small back wheel....It has rained almost steadily for six weeks, so bicycling, except on the wood pavement, which gets cleaner for the wetting, is not popular. Macadam is soft and slings mud....Some interesting in-door races are agreed upon for this winter. The Chicago Bicycle Club has a good record for speed, a mile in 2.55 being set to its credit by Mr. Craig, and minor speeds of 3.35 and more are scattered around liberally....It would be a good idea to have the new L. A. W. badge stamped on a convex brass button and nickel-plated. Our club would be glad of a chance to have a set of these buttons on its uniform, and no doubt all League clubs feel likewise. It certainly would be a very proper thing to do.

STENO.

CHICAGO, 19 October, 1881.

Some Facts and Impressions.

Editor Bicycling World:—Just returned from a flying trip to the Sou'-Sou'west (on car-wheel mostly, but with wheelmen constantly), I have a desire to speak once more with brother wheelmen through the brightening columns of the dear BICYCLING WORLD. I wish to share the rich compliments of your recent editorial, and will endeavor to escape your single exception from praise, and not be "too prolix."....From the car windows one now sees almost as many bicycles as buggies. This in four years; in four years more the highways will be "made and repaired" with especial reference to use by this young-man's vehicle.Hartford is a charming city for the wheelmen. Its fine roadways and beau-

tiful suburbs, and genial "pioneers," ought to make it a favorite ground for visiting wheelmen, and fertile of home fruits. There is an asphaltum walk on Bushnell Park, leading from Asylum street, opposite the railroad station, up by the most beautiful of State capitols, which offers a favorite test of grade-riding for the club members there. The walk is about four feet wide, of smooth, hard surface, and with a rise along a distance of (I should judge) five hundred feet, growing steeper towards the top. I calculated the grade for one hundred and eighty-six feet, including the steepest portion, and found it to be one foot in 8.4 feet, or an angle of about $6^{\circ} 45' 26''$. A small part of it is steeper than this, and it is a good rider who keeps his wheel revolving *forwards* over the crest.I had not the pleasure this time of a peep at the New Haven pedallers at home; but the soldierly-looking Capt. Marsden, and some half-dozen of his gallant men, made an advance on New York, attended the League races, and were captured by the Mercury Bicycle Club in fine style afterwards.By the way, it was a bad slip in your report of the League races to write down Willie Wright as "Capt. Howard of the Mercury Club"; or was it by his own request of the reporter? for Willie was not as sure-footed on his elegant "Mayer" that day as usual, though graceful as always. It was a pleasure to see Directors Ely of Cleveland, Whyte of Baltimore, Lamson of Portland, Hazlett of Portsmouth, and others, covering long distances to attend the races and the business meeting of the Board of Officers. It shows an interest in affairs and a faithfulness to duties which should make their "constituents" satisfied. It also shows that the matter of making some provision for payment of the officers' travelling expenses incident to attending meetings should be attended to at an early day. Please say, too, that it was an error in your reporter to say that President Pratt referred to having "received a communication from the Arlington Club of Washington," etc. It was a communication from the Capital Club that he presented, and that was referred to the Committee on Membership. As there is no such thing as *club* membership in the League, it is difficult to see how a club can resign. It is even more difficult to see what good reason any club or any number of wheelmen can have for *wishing* to resign from the League....Your cut of the new League badge does not show how it is to be attached; but it is easily guessed (and is true) that it is to be attached with a pin on the back of it generally, or with a stud, or with a link, as may be desired. It is to be hoped that this little *insignium* may be observed somewhere on every member's dress, in future, wherever he may be met. .. It was a great pleasure to me to be able to find out Mr. Llewellyn Winter (Arthur H. Winter his card has it) in New York, and to entertain him for an evening. When he comes to Boston, after a trip

westward, I hope we shall be able to show him some more extended hospitality. He is an old '69'er among wheelmen, and a genial gentlemen. ...Poor Johnson — no, I take back that epithet — felt his defeat at the races very keenly, I have no doubt. He had been ill and was not in condition to ride that day; but he was too manly to say so, after having met his engagement and *tried* to win....I suppose our American racing men will not rest content while the amateur two-mile championship of *America* is held by an Englishman. But I must skip on, only regretting my inability again to meet Director L. H. Johnson's generous invitation to test the qualities of Orange roads, and his own hospitality at home....Nearly every city has its peculiar advantages. Washington has. I enjoyed accepting the invitation of the Arlington Bicycle Club for a spin there on Saturday evening, 8 October, and found Mr. Lewis, Mr. Dent, Director Dodge, and others of that club, very hospitable. With attractive and convenient headquarters, and a manly, active membership, there is every reason why the club should increase and prosper.

Of course, one in Washington looks into "Carp's" and "Scrib's," and notices the "hoppers" on the streets (ex-director Hausman was out on a forty-four inch one), and sees a "bicle" at every turn; and many glance at Mrs. Lockwood on her "tricle," or even at that other rider of the three-wheeler which antedates the historic fall of '77. They talk in abbreviations and pet names there. Mr. Scribner courteously provided me with a mount. They tire there, however, of the level smooth streets, at times, and the easy fancy riding and "company front," and seek more difficulties. Owen, the most modest of the "caps," rides down the Capitol steps, and the winsome Capt. Allen takes his club over crossings and gravel banks, over narrow plankings, and through other sought-out difficulties; and the Arlingtons ride into the rougher country roads for experience. Perhaps they would exchange one or two avenues for our road to Cohasset. Baltimore has difficulties predominant. The wheelmen there are heroes,—they have to be. I met Brother Shillaber there, of the Massachusetts, but he was n't on wheel. He was admiring, as I was, the success of the exhibition on Monday evening in the Biddle street rink, where eleven hundred or so paid fifty-cent admissions, and filled the building with a gay concourse of spectators; where Capt. Whyte of the Baltimore Bicycle Club led a company of his own men and a detachment of the Capitals, to the number of twenty, on to the 10,000 feet of perfect flooring, and through some beautiful riding. The club mount of the Capital team was amongst their most effective things. In the accomplishment of this, the team of ten formed in line, right hands on saddles; then the captain and lieutenant, mounting, advanced through a graceful

curve to a point set for the right end of the line, and there stood still on wheel; and one after one each other member rides around those mounted, comes to a standstill at the left of the line, the others remaining standing, until all are mounted in a right line, at standstill, each man having his hand on his neighbor's handle; and then at the command they all move forward together, ten abreast. It looks delicate and nice. Mr. Rex Smith shows his accomplishment not more by the number of his tricks than by the grace and precision with which he does everything. Mr. L. W. Seeley and Dr. Schooley rode with fine bearing and elegant timing of their movements. A. W. Hansall and E. B. Mears, of the Pegasus Club, Philadelphia, well merited the applause they received; and our old Crescent friend, H. H. Duker, with a companion, performed a gun drill with good effect. A full company of wheelmen, armed with rifles, and going through the manual from "carry" to "fire," would be immense. Brother Duker appeared in excellent form, and obliging as ever.... Philadelphians are of course very jubilant over their freedom of the Park. Though the Philadelphia and Germantown Clubs have both good club-rooms now, they are providing others at the Park. There is a prophecy afloat in the former club that before two years it will have a fine club-house with restaurant attachment, and all the luxuries, like the Union League.

A brief call on L. A. W. ex-vice-president T. K. Longstreth, revealed the fact that his health is nearly restored, and that he is again cautiously enjoying the delights of wheeling. Am I getting "prolix"? Well, like Brother Parsons, when I let go on bicycling, I boil over. But let me say one thing,—if the Philadelphia clubs don't make Mr. Remak and Gen. Thayer honorary members of their clubs, they have some other reason than gratitude. Boston still has the BICYCLING WORLD, but —

Oh, Boston was the leading town,
And in bicycling gained renown;
Now other cities pluck her crown,
While she at random
Grows plump to fill her ample gown,
Like any grand dame.

C. E. P.

bicycle with a long *y*, is, that we think that is the correct pronunciation; but if such authorities as Webster's and Worcester's Unabridged, and *Good Literature*, don't back us up, and all the outside barbarians, whether wheelmen or not, persist in saying *bi-sick-le*, had n't we — the fortunate residents of modern Athens, who have thus far boldly and bravely pronounced the word as it should be pronounced — better save ourselves the accusation of affectation, by giving way to popular usage, and say *bi sick-le*, with the uncultured and unfortunate heathen of all places and cities, except our fortunate "Hub"?

CARL.
BOSTON, 24 October.

A Continental Route.

Editor Bicycling World: — For the benefit of bicyclers thinking of a trip on the Continent, we send you our "road notes." We have classified the hotels as A, B, C, and D, meaning excellent, good, fair, and passable; and 1, 2, and 3, meaning dear, reasonable, and cheap. The roads are good unless we mention them as otherwise : —

London. Dickins' Hotel, 16 Norfolk street, Strand. C. 3.
East Grinstead. 30 m.
Lewes. 17 m. Roads hilly.
Newhaven. 9 m.
Dieppe. (Steamer). Hôtel du Lion d'Or. C. 3.
Rouen. 61 1-2 k. Hôtel de Rouen et du Commerce. B. 3.
Paris. 140 k. Hôtel de l'Oratoire, Rue St. Honoré. B. 3.
Villeneuve. 6 lieues (15 m.). Roads paved.
Melun. 6 lieues (15 m.). Hôtel du Grand Monarque. B. 2.
Fontainebleau. 15 m. Hôtel de Toulouse. C. 3.
Roads paved part of the way.
Joinville. 80 k. Hôtel du Duc de Bourgogne. B. 3.
Tonneville. 58 k. Hôtel du Lion d'Or. B. 2.
Vitteaux. 83 k. Hôtel de la Cloche. B. 3.
Dijon. 46 k. Hôtel de la Galerie. C. 1.
Dôle. 56 k. Hôtel de la Pomme d'Or. C. 3.
St. Laurent. 83 k. Hôtel du Commerce. C. 3.
Roads gradually ascending to Poligny. Sharp rise of 5 k., then gradual descent to Campagnole. Rise to St. Laurent, 91.88 met. above the sea.
Geneva. 68 k. Hôtel de la Couronne. A. 2. Road a slight rise, then sharp descent to Mauritz. Sharp rise of 8 k. to Les Rousses (1,200-1,300 met. above the sea). Gradual descent to Les Foucils. Sharp descent to Gex. The road across the Jura is rideable the whole way.
Chamoniix. 80 k. Hôtel de la Terrasse. C. 3.
Argentière. 6 m. Hôtel de la Couronne. D. 2.
Martigny. 24 m. Hôtel du Mont Blanc. B. 2. Road unridable.
Moutreux. 25 m. Hôtel des Alpes. A. 2.
Lausanne. 20 m. Hôtel du Facon. B. 1.
Verdon. 30 k. Hôtel du Londres. B. 3.
Neuchâtel. 38 k. Hôtel du Bac. B. 1.
Bienna. 18 m. Hôtel de la Couronne. B. 3.
Bâle. Hôtel Kraft. C. 1.
Freiburg. 40 m. Hôtel Fohrenbach. B. 3.
Carlsruhe. 96 m. Hôtel Germania. A. 2.
Heidelberg. 40 m. Wiener Hof. C. 2.
Frankfort. 54 m. Hôtel de Nassau. C. 2.
Bingen (*vía* Wiesbaden and Rüdesheim). 55 m. Zum Goldenen Pfing. B. 3. On account of numerous paved villages we should advise riding *vía* Mayence and left bank.
Coblenz. 36 m. Zum Riessen. A. 1.
Cologne. 55 m. Hôtel Ernst. B. 2.
Aix la Chapelle. 35 m. Hôtel Dumel. A. 2.
Many long paved villages.

Here our ride ended, as the roads are paved in Holland and Belgium. The best time for a trip is July, August, or early September, as the roads are of macadam, and every fall new stones are put on.

JOHN H. TAYLOR.

ALBERT THORNDIKE, JR.

BOSTON, 20 October, 1881.

The League Badge Question.

Editor Bicycling World: — At the recent meeting of the Board of Directors, the question came up concerning the right of members to demand the two dollars deposit upon returning the League badge. No decisive action was taken in the matter at the time, but enough was done to render apparent the fact that there is a misapprehension of the purport of Rule 34.

After "consideration," President Pratt has "concluded that the member has no option to give it up [the badge] and ask for the return of his money, but that the League has the option of demanding back the badge whenever he ceases to be a member."

The same question propounded to a number of those who have become holders of badges shows that the universal opinion (so far as inquiry has been made) among those who accepted the meaning of the rule as it appeared on its face, without the "consideration" necessary to see the matter through the distorting medium of the League treasury, was the reverse of that held by our worthy president; indeed, general surprise was manifested that there should exist any doubt as to their rights.

The rule alluded to reads: "The League badge shall be furnished members who deposit with the treasurer a sum fixed as their value by the Committee on Membership, but shall remain the property of the League, to be given up on demand of the recording secretary," etc.

Webster defines a deposit as "a trust — a pledge." Again, the italicized clause expressly emphasizes the League ownership; which would preclude the possibility of its becoming the property of the member, and inversely, the deposit or pledge becoming the property of the League. Moreover, in the receipt signed by each badge-holder, and returned by him to the treasurer, he promises the return of the badge because he recognizes and receives it as League property, and in good condition for the same reason. As a guarantee against loss on the part of the owner, he intrusts an equivalent sum of money with its agent, the treasurer.

Aside from the plain wording of the rule and the emphasis placed upon the foregoing interpretation by its general prevalence, for the League to now declare itself free from obligation after having gotten the member to sign off all claims would be to subject it to a well-grounded suspicion of sharp practice. Surely we can be above this at any cost. The return of all the three hundred badges which have been taken should not deter us from conducting our affairs above reproach, and shouldering our obligations honorably, even when, by a want of foresight, they prove somewhat onerous. As shown by the remarks at the meeting, many of the badges will never be returned, and the prospects of the treasury being depleted thereby are correspondingly lessened. The question

The only reason we have for saying

derives importance less from the money involved, than from the right and wrong. The only honorable course is clear, and the power of the Board should be exerted in the direction of *right*, without reference to side issues.

G. F. C. SMILLIE,
Director for New Jersey.

PLAINFIELD, N. J., 17 October, 1881.

Concerning the L. A. W.

Editor Bicycling World:—

"THE melancholy days are come, the saddest of the year,"

the days when overhead we have blue sky and sunshine to tempt us to the road, but when the autumn rains have rendered our ill-made highways mere lines of putty-like mud, over which or through which it is impossible to drive any vehicle which depends upon motive power applied to the wheel for its propulsion. Deprived of the healthful and invigorating exercise of bicycling, I have become bilious and crabbed, and am filled with malice towards all and charity for none. It was unfortunate that just as I was in this unenviable state of mind and body, the report of the quarterly meeting of the L. A. W. officers should reach me. I am free to say that a careful perusal of your excellent report of these proceedings did not tend to improve my feelings. In fact, it stirred me up to a condition which makes a blowing off of steam an imperative necessity. And first in regard to the badge question: Has the L. A. W. an official badge, or has it two badges, or none? The proceedings of the officers' meeting do not seem quite clear to me on these points: Assuming, however, that the new badge designed by Mr. Lamson was adopted in place of the old one, what then? Will the League furnish the new badges for a consideration, or shall we buy them wherever we choose? The latter seems to be the conclusion of the officers,—though there is nothing very clear about that either. And how about the old badges? President Pratt "has considered the rule, and has come to the conclusion that a member who has received his badge has no option to give it up and demand the return of his money, but the League has the option of demanding back the badge whenever he ceases to be a member." Mr. Treasurer Wistar says, "When a member is expelled under the rules, his badge is called in and deposit returned; but when a member resigns, I think his deposit should be sunk for the benefit of the League." President Pratt, being a lawyer, probably states the *legal* view of the matter correctly; but "heads I win, tails you lose," is not either justice or common honesty, even if it *is* good law. Let us look at the facts: The L. A. W. proclaims weekly, in its official organ, "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."

Well, I forwarded, let us say, the required particulars and the \$1.00, and received in return a nickel-plated badge. I did not understand, and don't now understand that I *bought* this badge. I merely deposited \$1.00 with the League as security that I would return their property when I was through with it. The badge came. It was not, in itself, useful, beautiful, nor intrinsically valuable. It was badly designed and ill made; it had no value whatever, except in that it was *the badge* of the L. A. W. If now the L. A. W. deprives it of this value by adopting another badge, I say it is morally, if not legally bound to redeem this worthless bit of white-metal, and to return the collateral deposited with the League Treasurer as security for the return of the badge. It was suggested that the League cannot afford to do this. If the League cannot afford to be honest with its own members, it is time for it to die. But what are the facts? It appears there are about three hundred badges of the old "ham and-griddle" pattern out. There are probably about \$400 on deposit as security for these badges. The League has a balance of \$1,117.36 on hand. So the League *can* afford to return money deposited with it by members, and which belongs to them and not to it. If the League can afford to spend \$200 or more in getting up races for the delectation of the "Lar-de-dah" boys of the seaboard cities, it can afford to pay its just debts. Personally, I don't care whether I get my deposit back or not; but for the sake of the principle, when my badge goes back to the treasurer it will be C. O. D. \$1.00.

The reference to the races brings up another point, which is, that there is altogether too much prominence given to this business of racing. It is in my opinion the most unworthy part of bicycling. It is oftentimes as injurious to health as bicycling proper is beneficial; it stirs up unworthy feelings of envy, hatred, malice, and all uncharitableness, and aids more than anything else in the propagation of the popular idea that the bicycle is a toy for idlers instead of a vehicle for men. It may not be either practical or politic to abolish it altogether as a League matter, but it ought to be promptly relegated to a back seat. The money wasted in the New York race fizzle would have paid Col. Joslin's expenses in the suit at Newburg, and helped Mr. Howe of Providence to defend his own and other wheelmen's rights of way in the public streets, and thus have been of some benefit to every member of the League, and left a balance in the hands of the treasurer besides.

Personally, I don't believe in racing of any kind, and am opposed to it on physical and physiological grounds. But as there will always be young men foolish enough to indulge in it till they fall fainting at the finish (like Myers, the pedestrian), and go through life with a medal and a spoiled heart, as evidence of hav-

ing tried to "cut down the record," it is only fair that the League rules on the subject should be clear and consistent with themselves, and with League practice. Rule 24 reads (if my copy is correct), "An amateur is a person who has never competed in an open competition, . . . or where gate money is charged." And then I read in the report of the League races, "The League got \$80 in gate money." Does that make professionals of the gentlemen who raced for the League medals? and does this rule make professionals of all the amateurs who have raced at the county fairs throughout the land this year, because "gate money was charged," and in spite of the fact that the boys refused to compete for money prizes, or with professional riders? and if Rule 24 does not mean this, what does it mean?

And what is the League for, anyway? I supposed when I joined it that it was for the mutual assistance and protection of wheelmen in America; that its chief objects were to secure to members their legal rights, to secure and publish information as to routes, distances, and places, and to put its members on some sort of a footing of fellowship. I did not suppose it was to be a sort of jockey club for human racers, and that I would have nothing to show for my membership except a couple of cards, and a badge so absolutely absurd that I have never cared to face a second time the ridicule incurred by wearing it in sight. What has the League done for wheelmen in America, since its organization? What information has it given members in regard to roads and hotels? What aid has it rendered those who were struggling to maintain the rights of wheelmen before the courts (excepting in the Haddonfield turnpike case)? Who has found that his L. A. W. card and ham-and-griddle-badge has secured to him any information, attention, or advantage that he would not have had without them?

These are the questions suggested by the officers' meeting, which adopts a new badge and refuses to redeem the old ones, which decides that the League cannot afford to aid in securing the legal rights of wheelmen, and then spends \$200 for races, and \$500 for officers' expenses. On the answers to these questions depends very largely the answer to another; *i. e.* whether the example of the 681 members who failed to renew in 1881 shall be largely imitated in 1882?

I am a thorough believer in the possible usefulness of the L. A. W., and write to-day more in sorrow than in anger; but the time has come for plain speaking, if the thing is to be a success.

CYCLOS.

To Whom it may Concern.

Editor Bicycling World:—Will you kindly allow me a little space in which to speak of a matter, not of interest to all your readers, perhaps, but of sufficient interest to some of them to justify its considera-

tion? Some things are regarded in one light by those immediately concerned, and in a very different light by outsiders. Let me speak of a matter as it looks to an outsider.

There is a certain club in Boston, known as the Massachusetts Bicycle Club; this club has been (whether truthfully or not, we will not discuss) ridiculed in newspapers and in conversation as "pious," "church-going," etc. The source of these epithets is of course well known, and any man, with only one eye, and that one extremely dim of vision, cannot fail to detect the cause. To apply such term to an individual or a club, once or twice, or even thrice, may do very well as a cheap joke; but when it becomes a steady thing it gets sufficiently stale to act as an emetic. Judging these jokes from the standpoint of witness, they are certainly extremely crude; judging them from the standpoint of even a moderate refinement, they are as certainly vulgar, and they are found to rebound with more violence upon those who hurl them than is felt by those at whom they are aimed. It may be very poor taste on the part of the Massachusetts Club, but judging by such of them as I happen to know, I infer that there is more ambition among them to be known as gentlemen of good breeding and refinement, than to be known as visiting bar-rooms and lunch-rooms for liquor, and as having an utter disregard for the Sabbath. Let those who make these sneering remarks concerning the piety of the Massachusetts Club still cherish the idea in their hearts (and doubtless the Massachusetts men will feel complimented by the acknowledged disparity); but let decent civility (if they have any) and ordinary manliness deter them from a rude expression of their opinion.

BICYCLER.

BOSTON, 24 October, 1881.

OUR San Francisco correspondent says: "A large number of wheelmen and other lovers of the sport were in the park early Sunday morning, 9 October, to see Messrs. Leonard and Finkler ride the "American Star," which was done to their satisfaction, and showed that it did not require that a person need be as agile as a kangaroo, nor possessed of the balancing powers of a Blondin, to master it, as one might suppose at first sight."

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, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full,

giving full address, and on one side only of separate sheet from letter of advice.

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

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.—Robert S. Kingsbury, 38 E. Main street, Xenia, O.

MONTREAL BI. CLUB.—Additional: A. S. Allan, care of Kirk, Lockerby & Co., Montreal, Can.

YONKERS BI. CLUB.—Additional: Alex. S. LeDuc, Yonkers, N. Y.; Chas. E. Nichols, Mt. Vernon, N. Y.; Wm. Cunningham, New York City.

ESSEX BI. CLUB.—Additional: O. H. Baldwin, 122 Washington street, Newark, N. J.; Frank Delano, 85 Thomas street, Newark, N. J.; F. M. Shepard, Jr., East Orange, N. J.

JACKSON BI. CLUB.—Guy E. Holcomb, president and captain; Edmund Daniel, secretary and treasurer; Corey Edgerly, Benj. A. Webster, William S. Fuller,—all of Jackson, Mich.

WHEEL CLUB DOINGS

SAN FRANCISCO BI. CLUB.—A meeting of the club was held 6 October, in the parlor of the Windsor House. J. W. Gibson and Alfred Neil were elected members. The club passed a vote of thanks to the managers of the San Mateo and Santa Clara Agricultural Society, No. 5, for courtesies shown to members who participated in the bicycle races for the society's medals. A committee of three was appointed to make arrangements for the club tournament, to occur Thanksgiving Day, and instructed to report at a special meeting to be held in two weeks.

CHELSEA BI. CLUB.—At a meeting of the Chelsea Bicycle Club, held 20 October, three new members were admitted, and the following by-law was adopted: A member who, after due notice from the treasurer, neglects to pay the club assessment within thirty days from such notice, shall be notified that at the next meeting thereafter, the question of his expulsion shall be considered, and if on motion he is expelled, such action of the club shall be published in the BICYCLING WORLD.

HARVARD BI. C.—The last meeting of the Harvard Bicycle Club was held on the 13th inst. The first business transacted was the election of the following officers for the following year: President, J. H. Storer, '82; captain, S. Williston, '82; sub-captain, R. B. Moffatt, '82; secretary, W. H. Dunbar, '82; treasurer, L. R. Ferris, '83. The following directors were also appointed by the president: A. Matthews, '81; G. B. Morison, '83; J. G. Coolidge, '84; Eliot Norton, '85. The club further decided to hold no races this fall, and that the times of holding club meets should be left at the discretion of the captain. A further change was made, by which any member of the University can join the club by paying the initiation fee of \$2.00, and signing the constitution.

WM. H. DUNBAR, Sec.

CAMBRIDGE, MASS., 21 October, 1881.

RACES

Coming Events.

8 November, New York. Election-day games of Manhattan Athletic Club. Two-mile bicycle race; handicap.

29 October, Saturday, Hartford, Conn. Monthly club races of the Hartford Wheel Club, one mile, best two in three, three prizes. Slow race, one prize. Held at Charter Oak Park, 3 P. M.

29 October, Baltimore, Md. Postponed Oriole races, at Druid Hill Park. They will also be called the fall races of the Baltimore Bicycle Club. Half-mile dash, open to members of the Baltimore Bicycle Club; \$25 medal. One-mile dash, open to all amateurs; \$25 medal. One-mile dash, open to members of the Baltimore Club who have never won a prize; \$25 medal. Three-mile dash, open to all amateurs; \$25 medal. One-and-one-half mile (around Druid Lake) for the Oriole prize, silver cup, valued at \$50; open to all members of the Baltimore Club.

29 October, Boston, Beacon Park. Regular Saturday afternoon races of the Boston Bicycle Club.

AT the games of the Ottawa A. A. Club, 8 October, on the grounds at Rideau Hall, a half-mile bicycle race, handicap, was won by H. G. La Mothe, in 1.47 $\frac{1}{2}$, at fifteen yards; E. C. Grant, of Ottawa, fifteen yards, second; W. N. Bayley of Kingston, scratch, third.

THERE was a one-mile race at Waverly, N. J., 15 October, in which Messrs. Woodside and Lafon of the Manhattan Club and Bellman of the Essex Club participated, the former winning, and the latter second.

15 OCTOBER, at the fall games of the Olympic Athletic Club of Philadelphia, Gideon of the Germantown Club won the three-mile bicycle race; Powell of the same club second; time, 10.31 $\frac{3}{4}$.

In the mile handicap of the Boston Club, at Beacon Park, last Saturday, W. W. Stall (scratch) came in first, with C. L. Clark (one hundred and fifty yards) a

[28 October, 1881]

close second; time not taken. Several good wheelmen were on the ground, and a number of runs against time were indulged in, the time being carefully taken at each quarter, distance one mile: H. D. Corey, Brookline Athletic Club (quarters, 47½s., 51s., 52s., 49½s.), 3m. 20s.; J. S. Prince, a noted English professional rider (quarters, 46s., 47½s., 47½s., 45½s.), 3m. 6½s.; W. W. Stall, Boston Bicycle Club (quarters, 46s., 48s., 46s., 47s.), 3m. 7s. Mr. Stall has thus lowered W. S. Clarke's time, 3m. 8½s., which has stood the best American amateur for nearly two years. After doing 3m. 7s., and running one lap slowly, Mr. Stall made a quarter in 45s., before dismounting. Prince then ran a lap in the splendid time of 41¾s., and Mr. Corey made the quarter in 44s.

Challenge Accepted.

Editor Bicycling World: — In reading your valuable paper, I saw for the first time a challenge from J. S. Prince to race any professional bicycle rider in the country; in your remark to the same, you say, "Let him wait till Messrs. Keen and Cooper arrive, and then he will be accommodated." This is a good idea, for we can have a race for the championship of the world, and also one for the championship of America. The Exposition building here in this city would be a good track, or the Exposition building in Boston; this can be arranged afterwards should Messrs. Keen and Cooper consent to compete. If they do not, I will, however, be very pleased to meet J. S. Prince in a one-mile race for the championship of America, which title I have claimed for the past eighteen months; and until he has beaten me in a one-mile race he has no claim to the title he assumes, and therefore until then I shall hold the title as heretofore.

PROF. F. S. ROLLINSON, *Champion of America*,
MICHIGAN AVE., COR. JACKSON ST.,
CHICAGO, ILL., 18 October, 1881.

NOTES, QUERIES, ETC.

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

Editor Bicycling World: — I do not care to enter into a club controversy; but the slur cast on the Crescents by "Meteor" of the Bay State in your last number, was a little more than even my usual forgiving nature could stand. I am truly sorry if "Meteor" has got such an erroneous idea of our club as a whole, for most certainly is he mistaken. That there are some few exceptions to the general rule I'll not deny, for out of forty, one must expect to find some uncongenial spirits; but taking second thought, will "Meteor" really say we are "stuck-up and stiff"? If so, my idea of a genuine "good fellow" must be far below that of Friend "Meteor," for I've often prided myself on belonging to a club of right good fellows, who knew how to enjoy themselves and wanted companions in their enjoyment, and who gave courteous treatment to all, on wheel or afoot. Again I express my regret at the ungentlemanly treatment "Meteor" received, for I have received the same from other wheelmen, and remember my disgust at their priggishness; but think his action rather hasty and out of taste in bringing his personal likes and dislikes into public print.

THE CLUB FOOL.

Editor Bicycling World: — In your last number, I see an unkink letter from some one who writes over the nom de plume of "Meteor." Although not a member of the Crescent Club, I cannot help feeling that the remarks of "Meteor" were both uncalled-for, and to a certain extent untrue. Why should he brand the Crescent Club as being "stuck-up" because one or two of its members fail to enter into conversation with a stranger? And here let me say that the time has gone by when simply because a man rides the bicycle he should be welcomed and treated as a brother. It was no doubt ungentlemanly for the Crescents to refuse to speak civilly to a brother club man; but this offers no excuse for "Meteor" to rush into print with his own private grievances. We who read the WORLD do not want a man running down a brother club in communications with queries about the mechanical parts, etc., of machines.

LONDON W.

Editor Bicycling World: — I would say to "C. F. S." that the cost of shipping a bicycle from London to New York or Boston is as follows, viz.: Freight from London to Liverpool, about 20s. (\$5); shipping charges, etc., about 3s. 6d. (87c.); insurance, about 2s. (50c.),

consul's certificate (if bill is over £20), 15s. (\$3.75); freight from Liverpool to New York or Boston, from \$3.00 to \$5.00, according to size of case; custom-house charges, \$2.00; duty, 35 per cent ad valorem; royalty to the Pope Manufacturing Company, \$10. These amounts I copy directly from my own invoice. "A."

BOSTON, 22 October, 1881.

P. S.—I would also refer "A. J." to the above. A.

Capt. E. C. Hoopes recently received the following, dated Hartford, Conn., 13 October: "Capt. of the Boston Club: Dear Sir: Will you have the kindness to place the enclosed notice in the lobby of the Boston Post-Office or on the bulletin board of the place of meeting of your club, or in the most suitable place in your opinion, and oblige, yours truly, — — —." The notice is blankly as follows: "Bicycle for sale. A 52-inch, nickel-plated — — —, nearly new. Address, — — —, Hartford, Conn."

ANOTHER OUTRAGE. — *Editor Bicycling World:* — There was a party of four young men riding along one of the main streets of Waltham this forenoon, all in good order, and at the extreme right of the road, when a team, driven by a man named Fred. Strike, came along on the other side back of us. When he got almost up to the rear man, who was within three feet of the sidewalk, he crossed over and crowded in between the rider and the curb, nearly giving him a tumble. He then told the man he was on the wrong side of the road, and asked if he did not know how to drive; the rest of us then got off and stood in the street in front of a driveway that belonged, though we did not know it at the time, to the driver of the horse. He then drove up, and deliberately tried to run over one of our number. He drove into the yard, and sat in the buggy, and threatened us, saying, "D— you, I'll run over you some time." The horse, who by the way was more of a gentleman than his master, showed no fight, and the whole thing was evidently malice on the part of the driver. Several gentlemen, who saw the whole thing, said we were entirely in the right. If you will publish the above, you will greatly oblige.

No. 2,048 L. A. W.

BOSTON HIGHLANDS, 9 October, 1881.

Editor Bicycling World: — 1st. Will you, or some one of your subscribers, please inform me, through the WORLD, whether there is any place in this country where a bicycle can be enamelled, as Harrington of London does it? 2d. If I send my machine to England to be enamelled, would I have to pay duty on it in each way?

BCYCLER.

PITTSBURG, PA., 22 October, 1881.

Editor Bicycling World: — May I be permitted, through your columns, to most humbly beg "Meteor's" pardon for being "grouty" towards him at Waltham last Sunday? I will try and not be "grouty" any more; and if I ever have the pleasure of meeting "Meteor" again, under the same circumstances, I will stop and converse with him on the comparative merits of the different makes of bicycles, or upon any other subject which he wishes, and for as long as is agreeable to him. I see now that I was especially neglectful in not doing this in the instance to which he has referred in his communication, particularly when he tried to start a conversation with a remark which tended so well to lead to further conversation, and also when my friends had already mounted their machines and were moving down the street. ONE OF THE "GROUTIFER" MEMBERS
OF THE "GROUTY" CRESCENT CLUB.
CAMBRIDGE, 21 October, 1881.

Editor Bicycling World: — In answer to "A Bicyclist," I would say that the pedal bearing is a very important one; in hill work and sand the wear and friction exceeds that of the main wheel bearing itself. In any case, therefore, the pedals should be supplied with the most accurately constructed ball bearing obtainable. Bourne's "Æolus" pedal is A 1 in every respect.

BERT.

PHILADELPHIA, 22 October, 1881.

Editor Bicycling World: — I find that a number of your readers have objections to wearing corduroy. I at first used cloth, but over two years have used corduroy to my entire satisfaction, especially so in touring.

DUC.
BALTIMORE, 20 October, 1881.

Editor Bicycling World: — Will some brother wheelman, that has used one of Pope's new magnetic cyclometers, tell me, through the columns of the WORLD, whether they consider them accurate and reliable, and an improvement over the others sold by the same company?

CYCLOMBTER.

LANSING, 20 October, 1881.

Editor Bicycling World: — Permit me to state, for the information of Oleum, that camphor is not used in oils to prevent incrustation of the wicks, but to render

the flame white. It has a tendency to increase the smoke and incrustation, and should be used sparingly. In the earlier part of this season the writer took his lamp (K. of R.) from its winter quarters, and finding it nearly two thirds filled with oil, without any trimming whatsoever, lighted and used it. The wick was not incrusted, and ignited readily, after a three-months' rest. The oil used has been twice recommended in this journal.

NEW HAVEN, CONN., 23 October, 1881.

173,

TRICYCLES FOR LADIES. — The use of the tricycle among the fair sex has during the past few months been very much on the increase, and where one lady on a tricycle was last season a rarity, half a dozen may now be daily seen, the rapid increase in the ranks of lady tricyclists having been clearly noticeable since the patronage of the pastime by her Most Gracious Majesty. Hitherto, however, manufacturers have paid but little attention — comparatively speaking — to the especial wants of the gentler sex in the three-wheeled vehicular line: but two attempts have been made to provide our sisters, our cousins, and our aunts, with machines suitable to their powers and requirements, so that by far the larger number of ladies who now ride the tricycle make use of machines identical in construction with those of the sterner sex. This we think a mistake, and a decided one; but of course if no machines are obtainable by ladies better suited to their wants than those of the ordinary patterns, they must perforce take Hobson's choice, and either use what are to be had or not ride at all. The latter course, we are sure, no English lady who has once really mastered the tricycle would adopt; and consequently we urge upon our manufacturers who cater for tricyclists' wants, to set their energies to work during the approaching slack or inventive season, and when remodelling their patterns to endeavor to produce something especially suited to the wants of the ladies. As few ladies ride in heavy weather, large wheels are not so needful as when catering for the wants of the sterner sex, who ride in all weathers; and in like manner the double-driving action, too, is not such a *sine qua non*, although if this can be applied without adding excessively to the weight and complexity of the machine, so much the better; for it makes the running steadier, obviating the tendency to swerve and throw the rider, consequently a machine so fitted is safer, especially when travelling at any speed. What is wanted is a machine, in the first place of but little weight, for we know several ladies who find it quite beyond their strength to propel with any degree of comfort the ordinary patterns of gentlemen's machines; simplicity next is a great virtue, — a quantity of rods, stays, and gearing being only continually in the way and giving annoyance. For a lady's use we are, too, rather inclined to be open-fronted patterns, they being in general more handy, and easier to get in and out of; and the fitting of the bearings should have every attention, as it is absolutely indispensable for a lady's use that the machine should

run smoothly and as easily as possible. In conclusion, we think manufacturers need not wait till they feel the demand; for if they will only supply, the demand will be at once created, and a brisk trade follow as a natural sequence. — *Cyclist.*

BOOKS AND PAGES

THE CENTURY. — Our handsome old friend, *Scribner's Monthly*, comes to us dated November, 1881, with its new title at the head, but having the same cover-face which has characterized it for the past year. Nor has the change in title and publishing firm brought any perceptible change in its inside contents, both text and illustrations, showing the same high order of excellence and variety of subject which we have come to anticipate each month with fresh delight. Certainly the list of good things which open Vol. XXIII. are appetizing to the mental palate: "A Diligence Journey in Mexico," written and illustrated by Mary Hallock Foote; "In the Footsteps of Fortune and Regnault," by Lizzie Champney, illustrated; "Around Cape Ann," Hiram Rich, illustrated; "Costumes of the Greek Play at Harward," by F. D. Millet, with pictures from life by A. Brennan; a profusely illustrated paper by W. J. Stillman, on a worn but ever-beautiful subject, "The So-called Venus of Melos"; and an illustrated sketch of Salvin. Then there are many more essays, stories, poems, etc., from writers more or less known and popular, including Stedman, Lowell, Mark Twain, Frederick Douglass, Gilder, and Frances Hodgson Burnett, — the latter beginning her new novel, "Through One Administration." The Century Company, publishers, Union Square, New York.

YOUTH AND PLEASURE. W. H. C. Lawrence's excellent illustrated paper, for the older young people, continues to refresh its ample pages with an assorted cargo of marketable valuables, and its style of illustrating is as unique and charming as it is vigorous and animating. Every picture is wide-awake, and indicates the lively character of the text it illustrates. Send six cents to 141 Franklin street, Boston, for a specimen copy.

B. T. C. MONTHLY CIRCULAR. — The *Monthly Circular* of the Bicycle Touring Club comes to us with the September and October numbers very much improved in appearance and size, and contains much valuable information for members. Ernest R. Shipton, Salisbury, England, is the editor; and its fresh start, under his management, indicates in the numbers before us a successful and permanent run.

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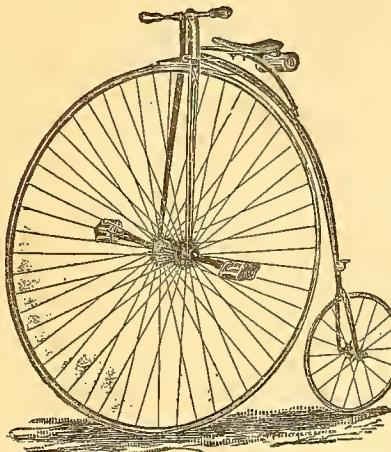
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BOSTON. Cunningham & Co., 6 and 8 Berk-
ley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington
Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National
Bank.
NASHUA. Bicycle and Tricycle Agency,
Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth
Avenue; Schuyler & Duane, 189 Broad-
way.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813
Arch Street.
PITTSBURG. Columbia Bicycle Agency,
Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 West-
minster Street.