

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 19 MAY, 1882.

THE ANNUAL MEETING.

WE understand that President Pratt will positively decline to allow his name to be used this year in connection with the office he has in the past two terms so ably and honorably filled. That during this period his personality, marked as it is by those genial yet dignified social qualities which attract all who come in even indirect contact with him, has won him many strong friends among the wheel fraternity, is not to be doubted, and these will learn his decision with unfeigned regret. The position of president of an already large, comprehensive, and rapidly growing organization, like ours, is not an easy one; and there are few, if any, among the more prominently known wheelmen who can individually combine so many qualities fitted for the office. While this decision will cause

much regret among wheelmen, we are reminded of the old saw that "Misfortunes never come singly"; for we are still further informed that Mr. Pratt will not attend the Chicago Meet, having accepted an invitation to address another and different gathering in this vicinity. This sin of omission on the president's part will occasion more than mere regret: it will entail an embarrassment upon the meeting of the League that he of all men should have been the last to impose; for whether, if a candidate, he would have been re-elected or not, his absence from the chair in that case would be less improper, while in the face of his announced retirement it is doubly desirable for the interests of the League that he should preside on that occasion and assist in its organization for the year ensuing, and so retire under flying colors, instead of cavalierly abandoning it as of no further profit or honor to him. That our energetic and active vice-president, Mr. Fairfield, can, and will if the task is to be forced upon him, conduct the meeting with credit to himself and the institution, is not to be doubted; but in view of the fact that as the manager for the local wheelmen in their preparations for the parade and the entertainment of the visitors he must be already overburdened without this additional strain, it would seem to be almost an injustice to impose it upon him at this juncture. Not only is the coming meeting important as the annual, but it is likely to be *the most* important, in respect to the business to be considered, of any that will occur in the next five years: for changes in the constitution and rules and methods of the most radical nature are to be proposed and considered, — changes suggested by two years of experience and study and observation; and it is hoped that such definite, wise, and positive action will be taken as to render further amendments or additions unnecessary for a term of years; and to properly control and direct such a convention it needs not merely natural capacity, but the combined wisdom, experience, and popularity which Mr. Pratt possesses in probably a larger degree than any other, and it is to be hoped that he will be induced to cancel any engagement made elsewhere, and evince his devotion to the L. A. W. by being present and in his proper place at the Chicago Meeting.

[Since this was in type we have received from Secretary Putnam Mr. Pratt's formal letter of resignation.]

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, MAY: —

Saturday, 20. Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars.

Sunday, 21. Providence 8.30 A. M. sharp. Ride to Boston *via* Canton. Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington *via* Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 *ad lib*.

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick *via* Newton Centre, Grantville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 *ad lib*.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY: —

Sunday, 21. To Natick *via* Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

LONDON BI. CLUB. — The third annual meeting of the London (Ont.) Bicycle Club was held on 1 May. Club consists of eleven active members, which will be largely increased during the season. New uniform adopted, consisting of light-colored military helmet, dark-blue jacket and stockings, and buff-brown cord knee-breeches. Officers for 1882: President, E. LeRuey; captain, W. J. McIntosh; sub-captain, W. P. Despard; junior sub-captain, W. Payne; secretary-treasurer, C. B. Keenleyside.

MARBLEHEAD BI. CLUB. — The annual business meeting was at the Sagamore House, Lynn, 3 May, when the following officers were elected for the ensuing year: President, George Chinn; captain, Augustus M. Brown; sub-captain, Charles D. Wheeler; secretary, P. Howard Shirley; treasurer, Eugene F. Davenport; color bearer, Joseph P. Bessom. A good supper concluded the exercises.

ZANESVILLE BI. CLUB. — The Zanesville Bicycle Club organized last night by the election of the following officers: President, N. S. Chandler; captain, W. S. Bell; secretary and treasurer, Willis H. Graham. The following are the members of the club: N. S. Chandler, W. S. Bell, W. H. Graham, Capt. Grant, Chas. Stolzenbaugh, George Brown, K. M. Baush, Wallace Baush, C. V. Graham, Albert H. Sharp, Will Beaumont, Andy Herdman. The club proposes to go into active practice this summer, and join the L. A. W. W. H. G., Sec.

ZANESVILLE, OHIO, 6 May, 1882.

QUEBEC BI. CLUB. — The semi-annual meeting of the Quebec Bicycle Club was held at the club rooms in the skating rink, Grande Allee, on the 5th inst., when, a large number of members being present, business of importance was

transacted for the ensuing year. The chairman, addressing the meeting, expressed his pleasure at seeing so many members present, all of whom deserved great credit for the interest which they had shown towards the introduction and advancement of bicycling in this city. The captain also addressed the meeting in a few well-chosen words, stating that he was pleased to see how well the members had turned up at the morning drills, and hoped they would keep up the average, and that each member would make it a point to try to attend every drill. He felt sure the first season of the Quebec Bicycle Club would be a successful one. The secretary and treasurer were then called upon to read his half-yearly report, which was found exceedingly favorable, showing a considerable increase in the receipts and list of membership, having over three times the number of members now than when the club was formed last June, there then being only eight active members, while now there are twenty-five. The club has so far met with a great deal of encouragement and popularity, and is now in a fine way of meeting with all the success which it so fairly deserves. The officers for the ensuing year are as follows: President, C. Farquharson Smith, Esq.; captain, W. Noble Campbell; lieutenant, Wm. Burroughs; secretary and treasurer, Herbert E. Judge; bugler, Arthur P. Laurent; committee, Alph Hamel, H. W. Bicknell, and Geo. H. Brunet. The first club run of the season took place on Saturday last, the 6th inst., from Dorchester bridge to the Montmorenci Falls. The day was all that could be desired and the roads were very good; and as they noiselessly glided along on their glittering steeds, occasionally hearing the sharp whistle of the captain ordering "double file," "single file," or "ride at ease," their neat gray uniforms added much to their appearance. After having done justice to a good supper, all returned home well pleased with the first run of the season. The whole club intends to join the League at the end of May.

THE CLUB DOGGIE.

QUEBEC, CAN., 8 May, 1882.

MOUNTAIN BI. CLUB.—The wheelmen of Johnstown, Pa., met Monday evening, 8 May, and organized the Mountain Bicycle Club with the following officers: President, Chas. A. Marshall; captain, Geo. W. Hamilton; secretary and treasurer, Webster Norris. Uniform, gray, with navy-blue belt and tie. The club starts with a membership of ten. N.

PHILADELPHIA BI. CLUB.—The regular annual meeting of the Philadelphia Bicycle Club was held at their rooms, No. 60 North 13th street, on Tuesday evening last, the 9th inst. After reading the minutes of the last annual and regular stated meetings as well as the annual report of the secretary, the election of officers was held with the following result. President, H. C. Blair; captain, H. R. Lewis; lieutenant, Edward B

Fox; bugler, H. B. Hart; secretary and treasurer, H. A. Blakiston, 3,905 Chestnut street. Speeches were made by the newly elected officers, and at the recommendation in the secretary's report the use of the rooms was offered to visiting members of other bicycle clubs in good standing. Any member of the club on being called upon will be glad to introduce the visitors to the club.

H. A. BLAKISTON, *Sec.*

PHILADELPHIA, 10 May, 1882.

TOLEDO BI. CLUB.—At the annual meeting of the Toledo Bicycle Club, the following officers were elected for the ensuing year: President, W. F. West; secretary and treasurer, C. H. Walbridge; captain, W. F. Dewey. Other members are H. M. Kelsey, B. B. Barney, Jr., Geo. A. Reynolds, J. M. Kelsey, M. F. Richards, T. B. Atkinson, George R. Osborn, H. S. Halsted, Charles West.

C. H. WALBRIDGE, *Sec.*

TOLEDO, OHIO, 9 May, 1882.

NASHUA WHEEL CLUB.—At the annual meeting of the Nashua Wheel Club, held 12 May, the following were elected officers for the ensuing year: President, W. A. Tracy; secretary and treasurer, E. M. Gilman; captain, W. V. Gilman; first lieutenant, H. E. Marsh; second lieutenant, John F. Bixby; club committee, president, secretary, captain, W. H. Walker, P. C. Slason; auditing committee, president, captain, J. B. Harris; bugler, E. M. Gilman. Membership, twelve. At next meeting shall vote to join L. A. W. in a body. Wheelmen in Nashua, all told, at present, twenty.

E. M. GILMAN, *Sec.*

NEW BEDFORD BI. CLUB.—At the annual meeting of this club, held Tuesday evening, 9 May, the following officers were elected for the term ensuing: President, E. A. Baldwin; captain, Joseph Snow; secretary and treasurer, O. Frank Bly; club committee, president, captain, secretary, W. M. Butler, and H. L. Dwight. O. FRANK BLY, *Sec.*

NEW BEDFORD, 13 May, 1882.

SARATOGA BI. CLUB.—The Saratoga Club is commencing the season with renewed vigor. During the winter its members have been scattered in many directions,—its secretary in Boston, its president and one member in Florida, a member in Germany, another in Brooklyn, etc.; but as the warm summer sun approaches, the mass will be fused together as firmly as ever. WINDWARD.

SARATOGA SPRINGS, N. Y., 13 May, 1882.

STAR BI. CLUB.—Seven of our men visited Gloucester Sunday, 7 May. We found the roads nearly all the way in good condition, and covered the forty-six miles very easily. We received a very cordial welcome from Consul Webber. We got left at Manchester, as the hotel was closed, and we had to go without our breakfast. Moral: Always order your breakfast before you start. 1219.

LYNN, MASS., 15 May, 1882.

RACES

Coming Events.

19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.

20 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

20 May. Harvard Athletic Association, Jarvis Field, Old Cambridge, Mass. Two-mile bicycle race.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee, Box 1, 138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3, 478, New York.

THE LOUISVILLE RACES OF 22 AND 24 APRIL.—We two weeks since condensed from the Louisville *Commercial* an account of the racing events in that city on the night of 22 April, in which the winner of the twenty-mile race covered the distance in the fast time of 1h. 14m. 13s. (by a typographical error we made it 30s.). Our advices of the second day's (the 24th) events failing to reach us, we sent for the account, and our correspondent mailed us a copy of the *Commercial's* report, from which we condense the following, with our correspondent's correction of some errors since discovered:—

"The first race,—a ten-mile heat, best two in three, for a \$30 gold medal and the championship of Louisville, and open to all amateurs of Louisville,—was the race of the evening. There were three entries, and Will Francke, Orville Anderson, and George Francke started. With a good send-off Will Francke led until the second lap in the third mile, when he was passed by Anderson. They maintained this position, George Francke having fallen behind a whole lap, until the seventh lap on the fifth mile, Will Francke then catching up with Anderson and going at a rapid rate past him. Anderson, on the second lap of the eighth mile, again passed Francke, and was forging ahead, every one expecting him, seeing his fine riding qualities, to win the heat, when George Francke, who had fallen two laps behind, had his machine slip and fall with him; and Anderson, in order to keep from running over his neck, turned his wheel and ran against a post, and was precipitated to the floor. George Francke was hurt and did not mount again, and Anderson's machine was bent, and before he could get another wheel Will Francke was over a lap ahead. Anderson rode to the end, but made no effort to catch up, and then the heat was won by Will Francke in the time of thirty-seven minutes and four and a half seconds.

"The next race was a one-mile dash

for boys under fifteen years old, the prize being a gold medal; had only one starter, and to him, Master H. Kampfmüller, was awarded the prize.

"The five-mile dash had three starters in Henry Haupt, Hugo Helburn, and Samuel Holloway, Albert Dietzman not being on hand. The prize was an elegant gold medal offered by Horace Beddo, and the boys made quite an effort to gain it. Helburn led off briskly, but was first passed by Haupt and then by Holloway. On the third lap of the fourth mile, Holloway suddenly spurted and passed to the lead, and was in a fair way to come off victor, when his machine slipped and threw him, thus leaving the race to be won by Haupt in 19.03.

"The second heat between Will Francke and Orville Anderson was then called, and they again started, with Francke in the lead. The sympathy of the audience was with Anderson because of his misfortune in the first heat, and every time he went to the head he was loudly cheered. In this heat he showed himself to be the faster wheelman of the two, though Francke was allowed to maintain the lead most of the time. At the end of five miles the time was 18.25, with Francke in the lead. Before the sixth mile had been made Anderson had passed his opponent and had been again passed by Francke. Nine miles were completed in 33.10, and Francke was in the lead when Anderson shoved ahead, and in spite of the other's efforts made the ten miles in 36.45, and won the heat two lengths ahead of Francke.

"The ladies, as the bicyclists mounted their machines for the third heat, were offering two pair of gloves to one, with few takers. In this heat neither made any special effort until after the eighth mile, Francke being allowed to lead most of the time. On the seventh lap of the ninth mile Anderson went to the lead, and through the remaining mile kept gaining, completing the ten miles in 45.02, nearly half a lap ahead. The victor was loudly cheered and was presented with the medal, as being winner of the race, by Capt. Jennings in a short speech."

The good time made in the twenty-mile race as reported, having elicited some expression of doubt about its authenticity, the *Commercial* prints the following: "We gave a list of the judges, scorers, and time-keeper who officiated at this race last week. The track was measured by Horace Beddo, who reports it to be three feet over one eighth of a mile, and according to this calculation Mr. Francke ran exactly four hundred and eighty feet over twenty miles, as the race was scored on a basis of eight laps to the mile. This race having been run under the auspices of a League club (the Falls City), the time made is the American amateur record for that distance."

Prof. Rollinson's associate, Mr. T. W. Eck, stated to us recently that he had measured the track, and found it short. We should like to have an official statement of the measurement of the track, if it has been officially measured (which we do not doubt), in order to settle all cavil about the record.

MISS VON BLUMEN'S RIDE AGAINST HORSES. — Our correspondent at Detroit writes that the second benefit tendered Miss Elsa Von Blumen came off at Recreation Park, Thursday, 4 May, in the presence of about 500 people. The event was a race between Elsa and five horses, the latter to trot in heats, 20 miles to the former's 10. Capt. W. A. Owen's "Seth T. Bane" led off. In the back stretch, "Bane" passed Elsa, but before he had completed his second round, Elsa had finished her first; time, 3.22½. "Bane," on his second round, was lapped by Abbott's "Rosalind," trotting two rounds, and was succeeded by the other horses, as follows: John Archer's pacer, "Bay Harry," three rounds; Frank Weithoff's "Kitty Mack," two rounds; Norman Williams's pacer, "Clear the Track," two rounds, and "Seth T. Bane," two rounds again; "Rosalind" again two rounds; "Bay Harry" again two rounds; and "Kitty Mack" again one round, making eighteen rounds in all. "Kitty Mack" had reached the quarter stretch on her second round (nineteenth) when Elsa buzzed under the wire on her tenth round, the winner in 37m. 18s; time, 3.22½, 4.32½, 4.02½, 3.45, 3.28½, 3.34½, 4.06, 3.30, 3.41, and 3.15½. Elsa was beaten in but one heat, having stopped to get a drink of water, and as horses were changed every heat, her performance was a remarkable one in many ways. William McGuigan, of this place, wants to trot his horse against Miss Von Blumen for a purse of \$100 or \$500, a distance of 100 miles, she to ride her bicycle, and he to drive in straight trotting. — *Turf, Field and Farm*. If this is all correct (which we shall take the liberty to doubt until better advised), it is faster riding than the average racing man accomplishes, and Bonnie Louise's record is n't anywhere; and would n't the two opposed make a pretty competition? Louise is credited with a practice mile in 3.42, at the Institute track recently, and now Elsa has a reported record of 3.15½. Who were the judges? who were the timers? are they reliable? and what sort of a track is Recreation Park?

STENTON, PA., 9 May. — The Germantown Bicycle Club races having been postponed from Saturday, 6 May, on account of heavy rains, took place on the 9th, the weather being fine, but attendance not as large as hoped for. Races otherwise a complete success. The track is slow, with sharp corners, which accounts for the bad times made. The first trial heat of the one-mile scratch race was won by A. G. Powell from Miller in 3.31; the second heat by C. G. Wright from Ramsden, in 3.3½; and the third by Jos. Dyson from Merchant in 3.37. Final heat, Powell 3.22½, Wright 3.23, Dyson 3.24. The second event, boys

under sixteen, gave a victory for the half-mile to Irvin Corse; time, 1.46½. The third event, a two-mile handicap, was won easily by Powell, from scratch, in 7.11; Wright, 25 yards, second. Fourth event, novices, race: First trial heat won by R. J. W. Brewster in 3.30, A. Hansall second. Second heat, J. P. Croasdale, first, 3.38; C. Harley second. Third heat, H. S. Wood, first, 3.33½; J. P. Curran second; and final heat, Wood 3.25½, Brewster 3.25½. The five-mile race was more like a procession, — G. D. Gideon, scratch, J. V. Ramsden, 250 yards, S. Crawford, 280 yards, Jos. Dyson, 300 yards, all starting. On the third lap, "Gid" had made up his handicaps, and on the fifteenth lap was an entire lap ahead. Time, 17.41, Dyson second.

THE city of Boston has appropriated \$300 for the Fourth of July bicycle races this year.

THE two-mile bicycle race in the Yale Sophomore games, 4 May, resulted in a victory for Paterson in 8m. 20½s., Walker second.

THE storm last Saturday necessitated a postponement of the Capital Bicycle Club races, which are now announced for to-morrow instead.

NEXT Thursday the 50-mile race between Mlle. Louise Armaindo and John S. Prince, the latter allowing the lady five miles, is to take place, and Prince offers to back himself for from \$50 to \$100 a side that in this race he will beat all previous American records, amateur or professional.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Scranton.

Editor Bicycling World: — The interest manifested in bicycling in this city during the past few weeks is something remarkable; among the many patrons of our riding school are professional and business men, who, from their skill displayed in learning, promise to make good riders and excellent club members. . . . The fine condition of the roads and the favorable weather have given us an opportunity to take some very enjoyable runs, the last one being a particularly pleasant one, and a short account of it may be of interest to your readers. Leaving Scranton at 6.10 A. M., Sunday, 23 April, our party comprised Capt. A. J. Kolp, Mr. J. W. Pentacost, and your correspondent, our destination being Honesdale, distance thirty-two miles. Having intimate friends there, we had for some time been anticipating the trip, only waiting for miserable roads to be at their best. The weather proved most favorable, and the prospect of a pleasant trip was good. Olyphant (five miles) was reached in 41 minutes, without incident.

At Peckville, two miles beyond, however, occurred an accident, the first we have to record in the history of bicycling in this vicinity. As we were riding on the pathway through the above place, a horse and buggy were met. The road being of good width, and the horse showing no signs of fright, it was deemed unnecessary to dismount; but when opposite, or in fact when the horse was passed, it suddenly shied out and started, much to the surprise of the driver, who held a loose rein on him, not thinking for an instant he would frighten. It was all so very sudden that before the horse recovered (which was at once) the buggy overturned, renewing the fright, and the result was a badly smashed vehicle. No further damage was done. The driver, by his cool, quiet manner displayed through it all, proved himself a gentleman, and received the sympathies of our party, who, after securing him another wagon, continued our trip; but regretting the affair, which, however, was the result of no carelessness on our part, as we are always careful in such cases and invariably dismount when the occasion calls for it. Jermyn (twelve miles) was reached in an hour and forty minutes. Here we were entertained pleasantly for a few minutes at the residence of John Jermyn. Arriving at Carbondale, we stopped for a little rest at the Harrison House before climbing the mountain. The distance to the top ($3\frac{1}{2}$ miles) was made in an hour, and in the ascent we were reminded of the trip in the White Mountains so graphically described in the *WORLD* some time since. From the top of the mountain to Waymart (two miles) we coasted — and such a coast! After walking to the top we were prepared for almost anything, and the road must be indeed very bad that we would not tackle. If 'cyclers want something exciting, and at the same time exhilarating and just dangerous enough to be interesting, we can commend to them the coasts down our mountains, many of which we have tried; and as consul of the L. A. W., I will be pleased at all times to make known to visiting wheelmen, and I can assure them it will be a pleasure for us to join them in a trip when they find it convenient to call on us. At Waymart, we were met by our friend Capt. W. D. Wood, of the Honesdale Club, who came coasting down an opposite hill simultaneously with our finish of the mountain coast. After partaking of a hearty dinner and enjoying a chat on wheel matters, we started again, finding the roads in fine condition. We made good time, and as we were about entering Prompton, we saw nickel glistening in the distance, and soon we came upon President Atkinson, the genial and heavy-weight rider of the Honesdale Club. The ride from Prompton proved the most pleasant part of our trip; and we arrived at Honesdale in good condition, where we were handsomely entertained during our stay.... Dr. J. E. O'Brien, our club surgeon, has been visiting his patients for the past week

on his wheel, having lost his valuable horse. Below is found a clipping from the *Republican* of this city, which will give a correct idea of the loss: "Dr. O'Brien's mare 'Kitty,' well known to all our horsemen as one of the best trotters on the road, succumbed yesterday to 'pink-eye' or epizootic cellulitis. The doctor has immortalized his favorite 'Kit' in the following lines: —

*"Ex nihilo nihil fit, —
Death hath beat thee, gentle Kit;
Had I his scythe, I'd shatter it.*

*"Thy heart with courage ever glowed;
None swift as thee upon the road,
Except the horse old Death bestrode.*

*"I place thy hoofs my mantel o'er;
They'll echo on the road no more,
Nor sound on any other shore."*

F. C. H.

SCRANTON, 28 April, 1882.

Additional Advice.

I agree with what "Cyclos" proposes in to-day's *WORLD* about the reorganization of the League, just as I have before agreed with his remarks about the League's tendency to give undue encouragement to racing. "F. M." also seems to me to speak the solid truth when he denounces all amateurs who yearn for any other prizes than medals (medals even being allowable only in their character as formal records of victories "won for the love of winning," not for the love of gaining something of material and intrinsic value). But in regard to the League officers I wish to urge a point which I don't recollect having seen any one else present, — I mean the desirability on general principles of keeping them all in harness just as long as they prove competent and are willing to serve. I therefore regretted the effort that was made last year to displace the commander by a new man; though, when the selected commander lately resigned, I regretted that that same man refused to be elected as his successor. The commander actually chosen then would have been my second choice, however, and I earnestly hope he may be re-elected. My feeling in the case is that each year's experience in the management of a parade is a valuable acquisition, which the commander ought to retain indefinitely for the benefit of the League in successive seasons. The fact that the paraders grow accustomed to one man's face as that of their commander is an element of success which ought to outweigh all theoretical advantage in having each annual parade directed by a marshal chosen from the locality thereof. For the same reason the minor commanders of the procession should be changed as little as possible from year to year. I hope, for instance, that Mr. Clark of Baltimore, who commanded the unattached at Newport in 1880 and at Boston in 1881, will perform the same sad task at Chicago in 1882. Messrs. Munroe, Hodges, and Marsden have all, I think, helped managed the parades of 1880 and 1881, and nothing which I have written above is intended to discriminate

between them. Whichever one of the three might have been chosen commander at the outset is the one whose re-election I would have urged by the same argument that I now urge in favor of the present incumbent. The longer a competent man can be kept in such an office, the more and the better the work which the League can get out of him. The idea that this or any other office in the League is an "honor" which ought to be "passed around," so as to "give all sections a chance for distinction," is an idea that ought to be throttled off-hand. The organization of the League is flimsy enough from the very nature of things. The only hope of expecting any good work from it lies in keeping experienced officers in control.

Apropos of the thirst which a long ride induces, let me suggest to the Chicago managers that they engage forty or fifty men to sell iced milk, lemonade, soda water, ginger ale, and other mild liquid delights, along the line of the parade, while the wheelmen are waiting to be reviewed on 30 May. For lack of some such arrangement at Boston last year, a good many of the paraders were tormented with parched and burning throats even before the signal was given to mount and sally forth into the fierce glare of the sun.

KOL KRON.

Chicago.

Editor Bicycling World: — As the time for the League Meet draws near, all arrangements for this important event need to be more fully perfected; consequently a joint meeting of the Aerial and Chicago Bicycle Clubs was held Tuesday evening, 2 May, for this purpose, and also to establish a more united feeling between the two clubs. The Chicago wheelmen have very judiciously and wisely, it strikes us, decided upon one person to have full control of all arrangements pertaining to this Meet, such as appointing committees and attending to all the little details which, when well arranged, go together to make an assembly of this kind a pronounced success. No better person, and one more fully competent to manage such an affair, could have been found than our genial vice-president, Mr. John M. Fairfield. Dr. Pruyne, president of the Chicago Club, was elected chairman of the meeting, and L. J. C. Spruance, of the Aerial Club, secretary. Mr. Schimpeler, of the Kentucky Bicycle Club, was present; also quite a delegation from his city. He informed your scribe that Louisville would be sure to send a goodly number of wheelmen to the Meet. There was some discussion as to where the League picture might be taken. Unfortunately, we have no hills in Chicago, and one might scour the surrounding country for miles without being able to find an undulation of fifteen degrees; consequently we will have to fall back on the steps of the court-house, or the seats on the base-ball grounds.

We desire very much that there shall be a marine bicycle race. Very few in this section of the country have ever seen one of these specimens of wheel propulsion, and the novelty of the affair would undoubtedly attract great crowds to the lake front, where the race would be held. I hope it will be our pleasure to see a number of them here. As to the parade: it will probably be reviewed from the veranda of the Foxhall Club house, which is situated at the junction of Grand Boulevard and 35th street. This is one of the most desirable locations that could be found for our officers to occupy. Directly at the head of the boulevard, with South Park and Calumet avenues on either side, it affords a grand view from whichever way the procession may approach. Mr. Hathaway, captain of the Milwaukee Club, was in the city last week; he is very enthusiastic on the subject of the Meet, and confidently assures us that Milwaukee will send down her entire list of wheelmen, who are a host in themselves.

It strikes me that an admirable idea, and one that would also lend much beauty to the line, would be to have every club that is represented carry an ensign, with the name and place from which it hails painted or embroidered upon it. It would also be of much interest to spectators along the route, informing them, as it would, that delegates from all sections of the United States had made it an object to be present. Let me hear from some of your readers on the subject.

AERIEL.

CHICAGO, 6 May, 1882.

The Essex Meet.

Editor Bicycling World:—My remarks lately in regard to the Essex County meet have perhaps been too numerous; but pardon these few lines, and I will forever after hold my peace on the subject. Is it courteous in "Pedal Pusher," or any other gentleman, after the invitations are out and in most cases accepted, to suggest that the meet be held elsewhere? What if Lawrence is twenty miles from Salem and adjoining towns? the roads will average good enough for any fair rider to stay in the saddle all the distance,—barring two or three hills, and which, begging "Pedal Pusher's" pardon, are or will be in better condition then than two or three months later. I should judge from our Salem friend's remarks that I had been over the road between here and there more times than he; and although the riding will not average any better than the roads from Lawrence to the same city, I have never yet succeeded in taking in any "boil bearings" on mine.

The Lawrence wheelmen were the only club in the county who acted on "Ellsworth's" idea; the rest of us thought well of it, but were too sluggish,—therefore let us be content to take back seats, and thankfully accept the Lawrence Bicycle Club's hospitality. Secretary

Cogswell of Lawrence wrote one prominent bicyclist in Salem at least twice, and enclosed necessary postage for reply which never came. After a reasonable time he then wrote the secretary of the Hawthornes and received an immediate answer, stating that they would be happy to come; so, my friend and brother, the old originals are not quite up the tree yet. Long life to them, say I. I hope to be in Salem before 30 May, and shall be happy to have a talk with our pushing friend of the pedals over our — soup at the Essex House.... The Haverhill Bicycle Club uniform, I will here remark, is cadet gray coat, pants, and caps, faced with blue and dark-blue stockings, and — is it necessary to remark? — I wear the League Ham. "869."

HAVERHILL, MASS., 12 May, 1882.

The Essex Meet Again.

Editor Bicycling World:—It was with much surprise that I read the sentiments expressed by "Pedal Pusher" in the last WORLD regarding the proposed meet of the Essex County wheelmen. He says that the fact that the meet is to be at Lawrence is likely to prove a serious if not fatal mistake. I must say that we are more sanguine, and even labor under the impression that the meet is to be a success. The "Newburyport Idea," advanced in the WORLD a few weeks ago, was very favorably regarded by the Lawrence Club; and wishing to see it carried out, we took measures to sound the sentiments of the other clubs in the county. We received encouragement from them that seemed to justify our moving in the matter; and as no other club has expressed a desire to assume the responsibility, we have the presumption to invite all the wheelmen in the county, unattached as well as club members, to meet at Lawrence on the 30th of May, to form a League of Essex County wheelmen. "P. P." says: "Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; how many of them will undertake to traverse the fifteen to twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet." The road from Salem to Lawrence is not a bad one, and is repeatedly traversed by our own club members, with the simple attraction of the run and a dinner at the Essex House, whose excellent bill of fare "P. P." enlarges upon. With the incentive of a meet of fellow-wheelmen, I venture to say that a large part of our club would traverse the road on their machines. The travelling is not much worse from Salem to Lawrence and return than the other way; but if this requires too much pedal pushing for our Salem friend, we hope he will come on the cars. We have a live club, and can count more than seventy-five wheelmen within a radius of three miles. "P. P." wants the meet in Ipswich, Lynn, or Salem,

but explains that neither of the Salem clubs are in condition to take hold of the matter. We have received no intimation from Ipswich that they desire us to go there, and I think Lynn has no objection to coming to Lawrence. I must say that the objections of "P. P." are short-sighted; and his attitude seems at least discourteous under the circumstances. I do not think he voices the sentiments of the Salem wheelmen, who have signified their intention to attend the meet.

And now I want to say a word to the wheelmen of Essex County. We desire and expect your presence at the meet in Lawrence on the 30th of this month. We desire to know as early as convenient how many will be likely to come from each place, so that we can make ample arrangements for their accommodation. The hospitality of Lawrence, if not equal to that of some other place, is at least the best we can offer. We propose to have a short run of perhaps three miles through the city, and the roads are in very fair condition for the wheel; dinner will then be served, and after dinner it is expected that the League will be formed, which we hope will bring the wheelmen of the county into closer relations, and form friendships that will add pleasure to our trips on the road.

M. D. CURRIER,

Pres. Lawrence Bt. Club.

LAWRENCE, MASS., 13 May, 1882.

Kankakee.

A PRIVATE letter from a Kankakee (Ill.) wheelman gives an account of bicycling facilities in his section, as follows: "Kankakee has no consul, and until recently but one bicyclist, and there seems but little need of a consul here. Our prairie roads are so atrociously and irredeemably bad most of the time that no wheelman thinks seriously of touring hereabout. When our roads (which consist of the natural black loam) are good, they, like all dirt roads, are very good; but this happy state of things exists only a few weeks in the year, and the rest of the time the wheel is confined to the town, where macadamized streets and the sidewalks afford moderate satisfaction. The West has not learned to build roads yet, and never will until the Almighty instills a little more horse sense into the average granger than the species now possess. When the roads are good, the bike has to attend strictly to business and keep in the narrow track traversed by the horses. When you meet or overtake a team, it is extremely difficult and often impossible to turn out, as the road on either side of the beaten track is rough and untravelled. There are not even footpaths which can be taken advantage of. When people go afoot they take the middle of the road. Yet with these disadvantages I would not abandon the wheel. We have four Standards here this spring. The foregoing will perhaps answer in a general way your inquiry about the roads between Chicago and Kankakee. After

two or three weeks of dry weather they are very pleasant to ride over, but it's a chance if we have such an interval of dry weather. The distance between Chicago and Kankakee is fifty-six miles by rail, due south. The town has 7,000 population, and has a fair hotel."

Why not Bicycles?

IRON (London) says: "There are many articles in which several countries are a long way ahead of us. An example is to be found in the superiority of the tools which are now so largely imported into this country from America, and which, while remarkable for their quality and finish, are much less costly than those of English production."—*N. Y. Sun*, 12 May.

Can our manufacturers explain the glaring inconsistency of this paragraph with the facts about quality, finish, and cost of American wheels? It is a well-known fact that there is not an adjustable wrench made in England that will compare in quality, finish, and serviceability with the Billings & Spencer Pocket Monkey Wrench, nor a cyclometer as accurate as the Excelsior, nor an automatic alarm equal to Hill & Tolman's. But why not bicycles?

DISGRACED AMERICAN.

NEW YORK, 12 May, 1882.

[It is monopoly that causes it. The best made and finished bicycle manufactured in this country would yield the manufacturer a handsome profit if sold at \$75, and the ordinary \$100 machine costs the purchaser just about \$50 too much. The League of American Wheelmen could not do a more valuable service to the cause of bicycling than use its best efforts towards the abrogation or material reduction of the present exorbitant tariff on imported machines. EDITOR WORLD.]

A CHICAGO correspondent sends us the following notes of the forthcoming Meet, dated 7 May: In the parade the line will form on Lake Park and move south on Michigan boulevard, Grand boulevard, and Drexel boulevard to South Park, where refreshments will be served in the grove. The return will be *via* the same route, and during the parade the various evolutions will be performed by companies and battalions at the signal from the bugle. This exhibition will be a grand sight, nothing of the kind on such an extensive scale ever having been witnessed in the West before. The business meeting of the League will be held at the Grand Pacific Hotel, in the Appellate Court room, in the afternoon, and the banquet in the evening at the same hotel. All bicyclists throughout the world are invited to participate in the parade and lunch, but only members of the League and invited guests will appear at the banquet.... The programme of the Meet will include a series of races at the Driving Park, of one mile, two miles, five miles, and also

dashes of a quarter and half mile, a hurdle race and a marine bicycle race. The fastest riders in Chicago are Conkling and Miller, of the Chicago Club, both of whom are on record as having made a mile in 3.15, but it is known that Conkling in private spins has covered a mile in 3.02. ... There will be present at the Meet two hundred wheelmen of Chicago, fifty from Milwaukee, and clubs from many other cities have signified intentions to be represented. ... Guides in uniform will await the incoming guests at the various railroad depots, and a neat map of the business portion of the city accompanies the invitations to prevent the boys from going astray. Storage-room for the bicycles has been provided at the north annex of the Exposition building.

A PITTSBURG (Pa) correspondent writes: "I send a copy of the constitution and by-laws of the Keystone Bicycle Club. They have been in the printers' hands a good while, and we have had two new members elected since. There is one amendment left out; for what cause, I don't know. It is to the effect that no person who is not an owner of a bicycle and an *actual* rider shall be eligible to membership in this club. This is necessary, because a good many young men who think they are not able to buy a wheel, but have learned to ride and hire wheels, would like to come into the club. The Titusville Club has sixty members, and three Mustang bicycles; we don't want anything like that. Nearly all our club will ride Yales before the close of the season."

SAN FRANCISCO NOTES. — The California Club bicyclists have formed an association to be called the Pacific Wheelmen, the object being to unite the wheelmen in that vicinity for the promotion of touring, racing, and drill and fancy riding.... The San Francisco and Oakland Bicycle Clubs both are beginning the season very actively. The former made their second run Sunday, 30 April, going this time with sixteen men under Capt. Butler to Menlo Park and return, a run of thirty-five miles. The Oaklands at last advices were also arranging for a grand meet and run, to participate in which the local riders generally were to be invited. ... Capt. Butler, of the San Francisco Club, ex-Captain Eggers, and another wheelman started on a few days' bicycle tour the 2d inst., and despite a rain during a portion of it, made fifty-seven miles the first day.

THE *Oarsman*, a bright little sporting paper published in Washington, has just entered on its second volume, and we cull the following wheel items from its pages: Mr. S. Preston Moses, Jr., secretary of the Capital Bicycle Club, has started on an extensive business tour in the West.... A new cap has just been adopted by the Capital Club, somewhat resembling in style that worn by navy

officers. A dark-blue cover will be worn in cool weather, and a white cover in summer.... Mr. Rex Smith, of fancy-riding fame, has sold his 54 Royal Challenge and ordered a full-nickelled 52 Centaur. In the interval he is occupying his spare time in building a marine bicycle.... Mr. Fred D. Owen, of the Capital Club, is in Newport, R. I., on business.... The Smith Brothers, two skilled bicycle builders, have just arrived in this city from England, and will at once open a manufacturing and repairing establishment.... Most new riders seem to be either very shy of knee-pants or are ignorant of their comfort and safety. Unsightly leggings or pants rolled up at the bottom are common sights, but the latest is a pair of very high boots that are pushing a handsome machine around town, much to the amusement of the old wheels.

BY invitation of the joint committee of the Chicago bicycle clubs, the Marine Bicycle Company, of Portsmouth, N. H. have forwarded three of their standard, boats to Chicago, to compete in a race on Lake Michigan some time during the League meet. The invitation was received too late for the company to finish some semi-racers they are building, and the race will be run on heavy crafts built more for strength than for high speed, but the contest will probably be none the less novel and exciting.

DURATION OF PATENTS. — The Secretary of the Interior has written to the Commissioner of Patents concerning the duration of patents. He refers to the provision of Section 4,887 of the Revised Statutes, which directs that every patent granted for an invention which has been previously patented in a foreign country shall be so limited as to expire at the same time with the foreign patent, or if there be more than one, with the one having the shortest time to run, provided that in no case shall a patent be enforced more than seventeen years. Mr. Kirkwood then sets forth the policy of the law, and concludes his letter with the declaration of opinion that the commissioner should insert in patents issued by him the limitation shown by the facts in his possession touching the existence and date of foreign patents for the same invention so far as developed, and should also refer to the law limiting domestic patents to the life of foreign patents for the same invention. — *Geyer's Stationer*.

BICYCLERS generally will be glad to learn that the attempt of the Pope Manufacturing Company to bulldoze the BICYCLING WORLD has not met with success. The WORLD will express its views, and allow its correspondents to do so likewise, in spite of the imperial House of Pope. Its loss in advertising ought to be more than made up in subscriptions from those who believe the bicycle riders of the country should have a fearless and untrammelled expositor. — *Marblehead Messenger*.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which 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 fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

K. N. PUTNAM, Esq., *Secretary League of American Wheelmen*: Dear Sir,—I have called at your office twice within the last week, and both times was unsuccessful in finding you in. What I wished to see you about was this: cannot an arrangement be made between the League of American Wheelmen and the National Association of Amateur Athletes, whereupon the bicycle championships can be given under the joint auspices of the two associations? In the athletic clubs belonging to the National Association, we have many bicyclists, and naturally take as much interest in the advancement of that sport as any other branch of athletics. Do you think the following conditions would be agreeable to your association?

The bicycle championships at two and five miles to be given at the annual athletic championship meeting.

The National Association of Amateur Athletes to provide three handsome medals, of gold, silver, and bronze, in each contest. Said medals to be inscribed "League of American Wheelmen and National Association of Amateur Athletes," and the races to be judged by gentlemen connected with the League of American Wheelmen.

If an arrangement of this kind can be made, it would do much towards advancing bicycling, and straighten out the differences that have existed between our two associations in the past. Hoping to hear from you at an early date, I remain,

Yours respectfully,

A. H. CURTIS, *President*.

NEW YORK, 8 May, 1882.

To the League of American Wheelmen.

THE above communication from the president of the N. A. A. A. explains itself. The writer has had a conference with their executive committee, with the following result:—

1st. The championship games are to be held at the Polo Grounds, New York City, on 10 June, at 3 P. M.

2d. Entries close 1 June, but entries for the bicycle races will be received up to twelve o'clock noon of 5 June.

3d. The races will be advertised as under the joint auspices of the League of American Wheelmen and National Association of Amateur Athletes, and will consist of two and five mile amateur championships, and one mile League championship, the latter to be open to League members only, and raced under the rule of the League as it stands at present.

4th. All these races to be judged by three judges appointed by the League officers from their own association. Appeal from the decision of these judges (if any) to be made to the general referee in charge of all the championship games.

5th. The National Association to provide three medals for the two and five mile championships respectively, such medals to be engraved "League of American Wheelmen," and "National Association of Amateur Athletes." The League to furnish one medal for the one-mile League championship. (This medal is now held by a Massachusetts wheelman, and must be won by him twice more before it becomes his property.)

6th. The National Association to pay all the expenses of the meeting, and take all the receipts and entrance fees.

7th. Entrance fee two dollars to each race. Entries to be made to "Secretary National Association," Box 3,478, New York City.

8th. The races to be governed by rules to be jointly agreed upon after the reception of the report of the race committee of the League, which will be made at the officers' meeting on 29 May, at Chicago.

It will be seen that the adoption of the above plan necessitates a complete and radical change of the present League rules, which provide for an annual race meeting to be held in the fall of the year; and such a change of rules can only be made at the business meeting of the League on the 29th and 30th of May. This plan, however, has a number of attractive features, and as it has been approved by several of the League officers already (provided it can be carried out without sinking the individuality of the League), it is more than possible that it will be favorably considered at the said meeting; and with this in view, the following understanding has been arrived at with the executive committee of the National Association:—

If the League should accept their proposition and join forces for this year, a telegram will be immediately sent to their secretary. The medals will not be made nor the programmes printed until they are notified of the League's action in the premises. If the proposition is declined, they will give the two and five mile championships under their own auspices without mention of the League. If the League votes to accept the plan, League men will then have six days left in which to get their entries to the secretary of the National Association, which will be full time, as they can decide whether or not to enter nearly two weeks before any action can be taken by the L. A. W.

Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

To Members of the L. A. W.

THE following letter of resignation from Mr. Charles E. Pratt, president L. A. W., explains itself:—

KINGMAN N. PUTNAM, *Cor. Sec. L. A. W.*, 54 Wall street, New York, N. Y.: *My Dear Sir*,—In accordance with conclusions to which I have been a long time reluctantly coming, which I conversed with you about when you were in Boston the other day, I have now to communicate to you, and through you to the board of officers, my resignation as president of the League. In the circumstances in which I am placed, and the multiplicity of affairs which claim my attention, I find and have found it impossible to give so much of time and thought and energy to League work as I could wish to give, or as I think the president of the League ought to give. No one, I am sure, who knows about it will doubt my interest in the welfare of the League is just as warm as ever, and my hope and faith in its future success just as strong; nor will you credit me with any disposition to shirk duties which I can possibly or consistently discharge. I have the deepest feeling of gratefulness to all of the executive officers particularly, and to the directors, for the cordial and friendly relations which have existed so long, and for the prompt support which my efforts have always received. I shall still endeavor in such ways as I may find, as a member of the League, to promote its interests and usefulness; and I believe that a change in the office of president, with such a judicious selection as I doubt not will be made, will be one of the things to promote its strength and activity. To you, personally, I have more acknowledgments than I can well express, and hope to take some early opportunity to say to you what I cannot now write, I am, very fraternally yours,

CHARLES E. PRATT.

597 WASHINGTON STREET, BOSTON, 8 May, 1882.

No action can be taken upon this matter until the meeting of the board of officers at Chicago, 29 May; and as there is nothing in the League rules to the contrary, it is presumed that such a resignation cannot take effect until it is accepted by the officers. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

How to Get to Chicago.

SPECIAL Pullman sleeping cars will be attached to the train leaving Jersey City at 7 A. M., Saturday, 27 May, for Chicago via the Baltimore and Ohio Railroad. These cars will be taken and paid for by the undersigned at the lowest contract price, viz., \$100 for a fourteen-section car, and this amount will be apportioned among the men on board. Berths can now be secured from the writer, either from New York, Philadelphia, Baltimore, or Washington. "First come, first

served." Each man's name will be marked down on the diagram of the car as soon as received, and his fare for the berth collected on the train.

The rates for tickets will be 20 per cent off from the regular rate from the starting point to Chicago, to be obtained as follows:—

Send a request to the writer, who will return an order on the ticket agent of the Baltimore and Ohio Railroad in the applicant's city. This ticket agent will then sell the applicant a ticket at the reduced rate, and give him an order on the ticket agent in Chicago for a return ticket. The return ticket will be good for a couple of weeks, enabling the wheelman to stay as long as he pleases in Chicago.

Each purchaser of a ticket at reduced rates will be held personally responsible for the proper use of this privilege; and should he be unable to use the ticket, it will be redeemed by the railroad at the price paid for it, but on no account must it be sold to any other person.

On this train there will be a baggage car fitted up under the writer's supervision for the safe transportation of bicycles, which will be carried free.

All pedals must be removed and firmly tied to the saddle or carried by the owner. Nickel-plated parts should be wrapped with sheeting to prevent scratching; and all wheels should be delivered at the Pennsylvania Railroad Depot, Jersey City, by 6 P. M. on the 27th inst., to secure their proper storage in the car.

Wheelmen coming from Boston and the East will be taken by the Fall River line at 20 per cent off regular fare, or \$2.70 from Boston. An annex boat will wait for them at the dock in New York on Saturday morning and take their wheels and baggage directly to Jersey City, where the car for wheels will be in readiness to receive them. On the return, this car will leave Chicago Wednesday evening, arriving in New York Friday morning, 2 June.

Any wheelman desiring to start before the 27th inst., can secure the same rates by application to the undersigned; but he will have to either crate his bicycle for safe transportation, or leave it in charge of a friend who expects to go on the special train.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

54 WALL STREET, NEW YORK CITY.

CURRENTE CALAMO

CLAFLIN'S new "Rudge" racer is a beauty.

THE annual meeting of the Chelsea Bicycle Club is to be held this evening.

PRINCE'S wholesale challenge ought to make things lively in the professional ranks.

MR. CHARLES E. PRATT, president L. A. W., has departed for Chicago on business.

CAPT. SHILLABER, of the Massachusetts Club, having taken a long breath of the balmy south wind, will immediately put his command to their best paces.

WILMOT, of the Massachusetts Club, did nearly seventy-two miles of road riding one day last week, and was easily able to have repeated the trip next day.

THE Elastic Hose Company has removed to Needham, Mass., where all communications to them should be addressed. See miscellaneous advertisements.

THE Boston Bicycle Club will make their postponed trip to Providence tomorrow morning, according to the programme arranged for last week. About twenty members will participate.

THE Boston Club serenaded "Juvenis," their veteran member, with select and original verses; but as they are copyrighted by the author, we cannot publish them.

THE Massachusetts Bicycle Club's run to Salem, arranged for last Tuesday, was, on account of the heavy roads, postponed to next Tuesday, starting at

9 A. M., and arriving at the Essex House in time for dinner.

A LARGE paper, a large issue, and a large circulation are to be the exterior characteristics of the BICYCLING WORLD for next week. We shall let our readers judge the interior for themselves; but advertisers would do well to make a note of the former.

RE PRINCE'S challenge, Wilmut "deniges of" the soft impeachment, and claims he is still an amateur. Whether he must be rated professional or not, as he makes no claim as a racing man, we fail to see either the sense or utility of challenging him.

THE attention of wheelmen is called to the announcement of the Great American Casino, to open Monday in the Institute Fair building. The grand bicycle event on Thursday evening, between Prince and Mlle. Louise, is bound to develop some fast wheeling.

CAPT. CARPENTER, of the Crescent Club, made an involuntary dismount one day last week, getting a severe bruise on the thigh; in consequence of which mishap he has temporarily abandoned his usual graceful gait while walking, and uses his cane instead of swinging it.

THE machine poet of the Louisville Commercial turned the crank thoughtlessly the other day, and ground out the following enormity (and "still we wonder at crime"):

"Our ship will never be steered so well,
Since Jenkins has left the 'Wheel';
And if Gilman in turn should leave the 'World,'
How sad we 'cyclers would feel!'"

KINGMAN N. PUTNAM has signified his intention of declining a re-election to the position of corresponding secretary of the League. This action we regret, as Mr. Putnam's conduct of the affairs of the League has been eminently satisfactory, and characterized by that despatch and courtesy which are so necessary to the office of secretary.

THE editor of this paper never "flunks." He was the only Boston Club man who put in an appearance at the railway station last Saturday morning during the northeast storm, armed and equipped as the law directs, to make the proposed trip to Providence and a run to Rocky Point. And yet children wonder what makes the wheels "go round."

ALBERT, the lightning poet of the Boston Club, is guilty of the following, which is said to be very effective when sung by a chorus to the tune of the "Yum, Yum, Yum":

"There's a man in our club,
Who rides about the 'Hub,'
And his calves are very lean, lean, lean;
But if you tackle him you'll find
He will leave you far behind, —
Need I say that I'm alluding to our
Dean, Dean, Dean,
Need I say that I'm alluding to our
Dean, Dean, Dean."

THE first annual meet of the American branch of the Bicycle Touring Club will be held in New York the 27th inst., the assembling to be at 791 Fifth avenue, from which place a run will be made,

starting at 9 30 A. M., to Yonkers, where a fifty-cent lunch will be partaken of at the Peabody House, followed by a business meeting, after which the return run will be made in time to take the evening train to Chicago. This will give those who intend going to Chicago an opportunity for an enjoyable preliminary, for the committee extend an invitation to all wheelmen to join, and we understand a number of the Boston and Philadelphia riders intend doing so.

Owing to some question as to who is chairman of the Committee on the Revision of the League Rules, the work has been somewhat delayed. Mr. Hodges, of the committee, is at work on the revision, and will submit a draft of the new constitution to the committee previous to the meeting at Chicago. The general idea of the proposed revision is to provide each State with representatives according to its League membership, and to facilitate the business by means of State management, which shall be subservient to the national organization. These officers will be elected by each State, and will form the national board of officers, who shall elect one of their own number to act as president, and shall appoint the secretaries and treasurer. The changes made in the rules which now govern the League are by no means radical, but seem to be what is needed to put it on a working basis, and will allow of proper and just representation.

THE several communications in the L. A. W. department this week are of more than passing interest to wheelmen, and we earnestly commend them to the attention of League members. The communication from Mr. Curtis and the proposition of the executive committee of the N. A. A. A., especially, require consideration, and it is certainly desirable on many accounts that some satisfactory mutual arrangement in relation to amateur bicycling should be arrived at between the two organizations; otherwise, it has already become evident that unpleasant conflicts are likely to ensue, and since the association has offered to meet the League fairly, we trust the latter will as promptly respond. It is as well to state, however, that the proposition respecting the race for the League mile championship to be run on the 10th of June is constitutionally out of the question, as well as unjust to the present holder of the badge, who, not anticipating such immediate action, is now out of practice, and might not be able to put himself into condition for that occasion; and yet we know he has no intention of resigning the championship.

CAPT. HAZLETT, the Portsmouth catamarine, smiles at the yarn about the Biddeford bicyler doing the road from that city to Boston on the machine, and says he thinks the only man in Biddeford who would undertake even a single trip is Director Fairfield, and even he has preferred to car-wheel to Portsmouth and

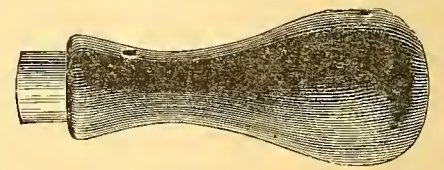
thence bicycle to Boston. His sand-riding powers are well known; but they would be put to a severe test over many miles in Kennebunk and Wells, on a portion of which the sand is so deep that it is impossible to mount the wheel, worse still to ride. The Portsmouth Club walked for miles on their last year's trip to Portland, and the run will not be again attempted. They could find no reliable account that any one had preceded them all the distance from Portsmouth to Portland. It may have been done a few times, — for this is feasible but not pleasurable, — and the club would be pleased to put it on record; but they would examine closely the muscles and especially the cheeky face of the seventy-four claimant. The Biddeford Union refers to the story, and heads it, "This is a very big lie." When a marine like Hazlett won't believe it the story may as well stop.

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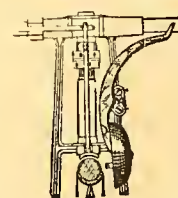
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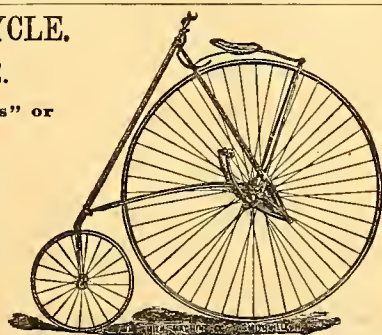
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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. **E. C. Hodges & Co.**, Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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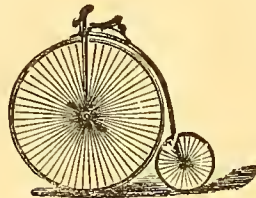
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