

THE BUGLER.

In bugling
Mend him who can! The ladies call him sweet.
—*Love's Labor Lost*, revised.

By jove! it's all the "go" just now for bicycling journalists to write "open letters." My very good though personally unknown friend, the accomplished Mr. Gilman, editor of the *Bicycling World and Anti-Pope-Monopoly Journal*, started it with a letter to the L. A. W., and the gifted but unappreciated Mr. Jenkins who is trying hard to edit that truly marvellous specimen of modern journalism, the *Wheel*, followed suit with a letter to the accomplished Mr. G. aforesaid. There are some very funny things in both these letters. The accomplished Mr. Gilman says in his that his position as editor of the *B. W. and A. P. M. J.* is far from being a remunerative one. Good gracious, my dear sir, no person ever supposed that it was. This is a piece of superfluous information. Weekly bicycling journalism is a paralyzing mystery to the ordinary healthy man and the big conundrum is, how much are editor and publisher out of pocket every week on the spec? I had credited the accomplished Mr. Gilman with more sound common sense than to publish information in this reckless manner that is no information at all, but it was one of those youthful dreams that are soon dissipated by the logic of fact.

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And as for the marvellous *Wheel's* open letter, it is funny not in one or two places only, but the whole way through. For instance it is very amusing to note the large doses of "taffy" that its gifted but unappreciated editor deals out to the L. A. W. in almost every line, in the hope that some day his paper will become the League organ, which is very foolish and very silly, for the handwriting has appeared on the wall and ere long the League will be *non est*. "These be true words, my masters," and before you and I are much older you will see the League deserted entirely. Either the Bicycle Touring Club or the new model association, that some progressive members of wheeldom are just beginning to think about, will take its place. It is funny too, to hear the *Wheel* man say that the Pope Manufacturing Company don't own a dollar's worth of stock in his paper. Stock! Just think of it! Egad! the next thing we know the conductor of the *Sunday School Blizzard* will be declaring in the most emphatic terms that the archbishop of Slabtown has no shares in the *Blizzard* Publishing Company and has therefore no right to dictate to him what words he shall use in telling the simple yet pathetic story of little Willie who went fishing on Sunday and got drowned; or the sweet, inspiring tale of Tommy Jones, who went to church once a day through the week and five times on Sunday and never got his boots dirty. There is nothing, my friends, like putting on airs, even though you have to do it in a paper that is no larger than a postage stamp. Stock in the *Wheel*! Whew!

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I have a very long-headed correspondent in Boston, and I want Mr. Boustead, President of the C. W. A., to read his letter carefully this month and to pay particular attention to the sixth paragraph from the top. When he does this, let him remember the dispute between several of us in THE BICYCLE office when he so strongly urged that clubs should be the basis of our association. Well, perhaps they should. But I agree with my Boston representative and think they should not. Those "club" and "unattached member" by-laws of ours need careful revising. Think it over carefully, Mr. Boustead, and I am sure you will end by coinciding with us. The strength of the C. W. A. ought to depend on individual riders; it is bad policy to recognize clubs as clubs.

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Before I sling my bugle at my back and ride away to raise my bugle calls no more for

another month, let me thank those kind friends of mine who have rewarded my "machine" with such loads of kind words. It is very gratifying to me to receive these words of praise and I would be less than human if I failed to notice it and return thanks for it. I am only sorry that I cannot reprint all the nice things that have been said about me but a few of them you will find in another column. All of those who have helped me on with encouraging words and a cheerful smile, will please accept my thanks for both, coupled with the earnest hope that they will never have occasion to change their verdict.

The Pope Manufacturing Company offered prizes some little time ago for the best written article on bicycles for ministers. The contest has been decided as follows:

MAYOR'S OFFICE, CITY HALL,
BOSTON, NOV. 1, 1882.

To the Pope Manufacturing Co.:

GENTLEMEN.—We have carefully examined and considered the published articles relating to "The Bicycle for Ministers," received and transferred to us by Mr. W. E. Gilman, and have awarded the prizes therefor according to the terms of your offer, as follows:

The first prize to Rev. S. L. Gracey, for article in *The Christian-at-Work*, entitled "The Minister—Mental and Muscular," etc., and article in *The Methodist*, entitled "The Bicycle for Ministers."

The second prize to Rev. M. D. Buell, for article in *Western Christian Advocate*, entitled "Health as a Pulpit Force."

The third prize to Rev. H. F. Titus, for article in *The Litchman*, entitled "The Clerical Wheel."

The fourth prize to Rev. N. P. Gilman, for article in *The Christian Register* entitled "Beneficial Kotation for the Clergy."

At the same time we refer to three others, out of the many excellent writers whose papers were submitted, as deserving of honorable mention, viz.:

Rev. J. G. Porter, for "A Sermon on Wheels," in *The New York Evangelist*.

Rev. H. Lyman, for "A Plea for the Bicycle," in *The New York Evangelist*, and "Utilize the Bicycle," in *Sheboygan Times* and *The Cortland News*.

Rev. F. T. D. Bickley, for "The Bicycle Papers," a series of six articles in *Buffalo Commercial Advertiser*.

Regretting that circumstances have prevented our making the award on a date nearer to that suggested by you, we submit it now and are yours with respect.

SAMUEL A. GREEN,
LUTHER T. TOWNSEND, } Judges.
CHARLES E. PRATT.

SPOKES FROM THE HUB.

The spokes of last month were decidedly weakened by THE BICYCLE's compositor and your correspondent was a little inclined to swear as he is so far removed from the residence of the aforesaid compo. that he can do nothing else.

Since I wrote you last, biking and triking have been booming considerably. The officers' meeting of the League is a thing of the past and yet it is a fruitful topic of conversation.

The change in the Amateur rule was in my opinion a most unwise one, but only two representatives (?) had the moral courage to raise their voices in opposition.

The effect of this change has begun to be felt and already I have heard many who declare they will not renew their membership in it but will support the B.T.C.

This latter organization is preparing for work and consuls are being appointed in many towns. It is rumored that Dean will be appointed consul for Boston.

In Hub's opinion the thing which has worked against the League's success has been the recognition of clubs as such, as it gave rise to petty jealousies and induced certain members to vent their spite to the disadvantage of the League.

The run of the Massachusetts Division of the League on the 21st. of October was a success in everything except numbers. The run out was made in "form" but on the return journey the Boston and Massachusetts clubs only maintained their dignity.

The Championship of the League was run on the 20th at Beacon Park and in interest, number of entries and spectators was a regular fizzle.

Frye's defeat at the hands of Hendree was a surprise to everyone odds being freely offered on Frye with few takers.

On the 25th. the Bostons entertained the Boston Club in a very enjoyable manner, with a run, dinner and collation with all the "fixins" *ad lib*.

The Boston Club at their last meeting formed a tricycle division to be known as the Boston Tricycle and a similar organization has been formed in Chelsea.

In fact, all the boys are talking trike.

The long distance craze has had its run for the present as the shortness of the days and no moon necessitates a great deal of riding in the dark.

Members of the Lawrence Club made a good record and put 169½ miles behind them in 24 hours, but a member of the Eolus Club has seen 'em and gone 10 better.

Ex-Champion Frye has accepted Prince's challenge for a ten-mile race with 20 seconds start and is now seeking League sanction.

I trust he will get it as I think the great interest such a competition would create will be beneficial to the interests of bicycling.

The Crescent Club have followed in the wake of the Boston Club and given up their quarters with the Massachusetts Club. The latter will be alone unless the Ramblers go in.

By the way the Ramblers are really quite active, but I fancy they will soon settle down to a steady basis.

The Crescents gave a good drill the other evening at the opening of the new skating rink and showed that they had lost none of their old skill.

The League in this vicinity seems to have settled back in its harness like a balky horse, and except in occasional grumbings nothing is heard of it.

My own private opinion is that if an entirely new association were formed with new rules and good officers, it would be a success.

The League has grown mossy, stale, and unsatisfactory, and rumors are rife that its days are numbered.

It will either be the B.T.C. or something new. Either if properly managed would be a success and receive the support of

HUB.

A new bicycle lock called "The Perfection Bicycle Lock," has been invented by Stillwell and Kenfield, of Rochester, N. Y. It is very neat and effective, being fast to the inside of fork.

Postmaster Ringer, of Washington, D. C., wants the government to furnish his department with eight tricycles. He says that with these he could collect from every box in the district every hour or two.

Cincinnati bets a silk banner that any ten of its club can beat a like team from the Champion City Club, (Springfield, Ohio,) in a twenty-four hours run, and the latter is tip-toeing on its highest ear to reach that banner.