

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 bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions 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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J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paraphrasing. 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, 15 SEPTEMBER, 1882.

RECORDS AND TRACKS.

In our issue of 28 July, in an article entitled "Records," we took occasion to state, on what we considered good authority, that bicycle tracks should be measured two feet from the pole, and that times made on horse tracks and other courses measured three or more feet from the curb could not be admitted as records. This elicited from the Louisville *Argus* man a bitter complaint of injustice and selfish purpose on our part to appropriate all records for the East, and so withhold the well earned honors of Charles H. Jenkins from Louisville, who had made on the new track in that city the hitherto best out-door time (not record, as in the matter of record no distinction is made between in-door and

outdoor riding. In England all the best times are made out-doors, their out-door tracks being best. In this country, hitherto, the in-door tracks have been best) in America (not England also, as the *Argus* man claims, as it has been many times made by amateurs there inside of three minutes), his time being 3m. 8s., and the track being measured three feet from the pole. Not wishing to do any one, East or West, an injustice, but desiring to keep an accurate record, we have taken the trouble to look up the subject of tracks, and find we have no authorized standard for bicycle paths in this country, nearly all contests having been run on either trotting courses or athletic tracks. Trotting courses, we find, are generally three or four feet from the pole, properly the latter distance, while athletic tracks are eighteen inches, or, if the pole be a fence, two feet. Therefore, unless the L. A. W. and N. A. A. A. agree upon a certain standard, we can do no better than accept the English distance, which is three feet from the pole, and allowance should be made for differences in other tracks. This gives the Louisville flyer his out-door time of 3.08 clear; but if the Buffalo track is equally reliable, not only Mr. Jenkins but Ahl, with his record of 2.58 $\frac{5}{8}$ and 2.58 $\frac{3}{4}$, and Gideon and the rest of the fast men, must yield to Mr. Place. Nearly all the best records in this country from one to fifty miles, hitherto, have been made on the two-foot standard.

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 fixtures:—

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant via Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB.—16 September. Annual run via Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

BOSTON RABBLERS.—17 September. To Canton via Milton Hill and return. Start from corner Westland avenue and Chester park at 2 P. M. sharp.

ATLANTIC BI. CLUB.—At a meeting of the Atlantic Bicycle Club of Salem,

Mass., held Wednesday, 6 September, the following were elected officers for the ensuing term: President, James S. Saford; captain, Samuel A. Goodhue; sub-captain, Arthur N. Webb; secretary and treasurer, Alden N. Babcock. The club is in a flourishing condition, and has at present twenty members.

CITIZENS' BI. CLUB.—The Citizens' Bicycle Club of New York City was formed 1 June, 1882, and has the following organization: President, Rev. T. McKee Brown; vice-president, Frank A. Ferris; captain, Dr. N. M. Beckwith; lieutenant, George E. Dunlap; secretary and treasurer, Thomas C. Smith. Box 244.

RUTLAND BI. CLUB.—The annual meeting for the election of officers of the Rutland (Vt.) Bicycle Club was held on Monday evening, 4 September. The following were elected: A. S. Marshall, president; F. W. Knapp, captain; C. G. Ross, secretary and treasurer. The annual run or tour of the club has been called to take place on 16 September, when the club intend to make a week's trip, being at Springfield, Mass., on the 20th, to witness the races.

C. G. ROSS, Sec.

HOLYOKE BI. CLUB.—The second annual meeting of the Holyoke Bicycle Club was held 1 September, with good attendance. The following were elected officers for the ensuing year: President, Frank Casey; secretary and treasurer, Wm. A. Munn; captain, E. C. Clarke; first lieutenant, J. S. Newton; second lieutenant, W. E. Richmond; club committee, the president, secretary, and Wm. O. Green. It was unanimously voted to attend the Springfield races in full uniform on 20 September. You will please notice that the secretary's address is now W. A. Munn, care of Massachusetts Screw Company, Holyoke, Mass.

JAS. S. NEWTON, Ex-Sec.

HOLYOKE, MASS., 5 September, 1882.

NASHUA WHEEL CLUB.—Our Nashua correspondent, "Nashoonon," writes that the club in that city is now the largest in the Granite State, and is in a most flourishing condition, the members being enthusiastic riders, and latterly having developed an active fever for racing. They have appointed a racing committee, consisting of Lieuts. Marsh and Bixby and Bugler Hendrick, with wide authority to act. Bugler Hendrick now holds the club championship, won at Gilman Park, 4 July, the prize being a silver goblet. At the last meeting, Frank B. McKean, son of Ex-Mayor McKean, prominent in New Hampshire politics and Freemasonry, was admitted to membership. At the close of the business meeting, the club adjourned by invitation to partake of the hospitality of member Ramsdell at his residence.

OWL WHEELING CLUB.—Saturday night, 6 September, 1882, eight hungry

wheelmen assembled at 327 Randolph street, Chicago, Ill., where the hostess, Mrs. Jones, had prepared an elegant supper. After the repast the wheelmen repaired to the parlors where Mr. Miller of the Chicago Bicycle Club called the meeting to order and was immediately elected chairman. The question of name was first decided, and resulted in "The Owl [night riders] Wheeling Club." (You notice, Mr. Editor, the word "wheeling"; got that from the *Cyclist*, new to the United States.) The meeting elected Mr. Miller president, but he declined holding any office, saying he was interested in wheeling generally, and in no particular club; was happy to work wherever he was needed, but did not care for honors. Mr. E. P. Runyon was then elected president, and in a modest way took the chair; Mr. C. C. Reid was elected captain amid great applause (he will make a good one); Mr. F. H. Irish keeps the accounts and money of the club, and is therefore known as secretary and treasurer. Uniform selected was dark-green serge, after the "Ideal" plan. Committees were appointed to form a constitution, to look up the uniform and badge question, and in fact, everything is booming. The club will soon forward their names for membership to the L. A. W. OWL.

RACES

Coming Events.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Albany Bicycle Club at Island Park Race Course. Events: $\frac{1}{2}$ -mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to \$150 will be given for prizes.

19 September. Albany, N. Y., championship races of the Albany Bicycle Club. Half-mile, one-mile, three-mile races, fancy and trick riding, and five-mile championship race; 2.30 P. M., Island Park.

22 September. St. Thomas, Ont., Exhibition grounds, two o'clock P. M. St. Thomas Bicycle Club. Open to all amateurs. \$155 in prizes. Mile race, best two in three; two-mile race for those who never won a race; five-mile race; hurdle race; club drill, not less than eight members, fifteen minutes; fancy riding. Entries free, to J. S. Brierly, secretary.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

NEW YORK, 2 SEPTEMBER. — Scarcely sixty people gathered to witness an exceedingly interesting bicycle race on the grounds of the Manhattan Athletic Club, Saturday afternoon. Five competitors, at the word "go," started on the exhausting journey of four hundred laps on a one-eighth mile track. — W. J. Smith of the Manhattan Athletic Club; A. R. Ives, Brooklyn; Lewis Hamilton, New York Bicycle Club; V. C. Place, Greenville, Pa.; and B. G. Sanford, Ixion Bicycle Club. With occasional spurts, they kept steadily up to the thirtieth mile, with Sanford in the lead, Place close behind him, Smith third, with Hamilton

and Ives two laps in the rear. Just after finishing the thirtieth mile, Smith was seized with a cramp in his legs, and after being taken down and rubbed, made two more laps. The cramp was then so severe he dropped out of the race, and was assisted to his quarters. After completing forty miles, Ives began to show trouble in his right leg, but bravely kept on for seven laps, when he too was overcome by cramps and was compelled to retire. The other three kept on, and by trying to beat previous records, made the finish of the race quite exciting, Place running two laps ahead of Sanford, who was one in advance of Hamilton.

The following is a summary of the race: Fifty-mile bicycle race on the Manhattan Athletic Club Grounds for medals and a record: —

W. C. Place, ten miles, 41m. 2s.; twenty miles, 1h. 21m. 42s.; thirty miles, 2h. 4m. 47 $\frac{1}{2}$ s.; forty miles,* 2h. 46m. 38s.; fifty miles,* 3h. 27m. 11 $\frac{1}{2}$ s.

W. J. Smith, ten miles, 41m. 2 $\frac{1}{2}$ s.; twenty miles, 1h. 21m. 41 $\frac{1}{2}$ s.; thirty miles, 2h. 4m. 48s.; withdrew.

B. G. Sanford, ten miles, 41m. 2 $\frac{1}{2}$ s.; twenty miles, 1h. 21m. 41 $\frac{1}{2}$ s.; thirty miles, 2h. 4m. 47s.; forty miles, 2h. 46m. 38 $\frac{1}{2}$ s.; fifty miles, 3h. 28m. 45s.

L. Hamilton, not timed until Smith fell out, leaving him third in the race: forty miles, 2h. 48m. 3s.; fifty miles, 3h. 29m. 28 $\frac{1}{2}$ s.

Officials: Referee, W. B. Curtis; judges, G. Thomas, E. Mason, F. Jenkins; timers, M. McEwen, C. J. Connell; scorers, F. G. Abbot, G. Brady, J. McMahon, F. G. Bourne, J. M. Young, G. Sucow; clerk of course, F. J. Graham; marshal, G. M. L. Sachs.

* Best out-door time in America, either amateur or professional.

CANTON, PA., 4 SEPTEMBER. — The first tournament of the Canton Bicycle Club is over, and we have a grand success to record. The day opened beautifully, — clear, cool, breezy. The visiting wheelmen arrived on the morning train, and after a dinner at the residence of Capt. Davenport, rode to the place of parade. At 1.30, with the Canton Cornet Band leading, the procession of about twenty wheelmen rode down the principal street, and through the public square to the track: first, the Canton Club, led by Capt. Davenport; then the Elmira (N. Y.) Club and unattached riders brought up the rear. Soon after arriving at the track the first race was called, — a quarter-mile dash, in which V. C. Place, Ed. L. Davenport, H. Davenport, Harry C. Hersey, Guy Shoemaker, H. C. Spaulding, J. B. Coykenball, and Charles Pine started. Hersey took the pole from Place immediately after starting, but was soon passed by Place, who won in 41 $\frac{1}{2}$, with E. L. Davenport second in 43 $\frac{1}{4}$. In the next race, a half-mile dash, V. C. Place, Ed. L. Davenport, and three members of the Elmira Club, competed. Place took the pole after starting, and kept away from the others

until within a hundred yards of home, when Davenport, who had been at the rear, spurred up and caught him napping. They came in about neck and neck, but Place slightly ahead; time, 1.40 $\frac{1}{4}$, with Davenport second in 1.40 $\frac{1}{2}$. This race caused much excitement, and was the closest of the day. In the mile dash only V. C. Place and J. C. Zimmerman started. Place had it all his own way, and kept a wide space between himself and Zimmerman for the whole distance, running in 3.32 $\frac{1}{2}$; Zimmerman second in 3.42 $\frac{1}{2}$. The next race was the second trial for the championship of Canton, Pa., the former one having been won by Capt. Davenport. Fred. Black, A. W. Cook, and Ed. L. Davenport started. Black was allowed to have the lead, also the pole, until near the last quarter, when Davenport passed him easily and won in 3.43 $\frac{1}{2}$; Black second in 3.46 $\frac{3}{4}$; Cook distanced. The hundred-yards slow race was closely contested by H. C. Hersey and Guy Shoemaker; Hersey winning in the remarkable time of 5.49 $\frac{1}{2}$. In the two-mile dash no one could be induced to enter with Mr. Place, so he rode the distance for time. The following is his time for the half-mile, one and a half miles, and two miles: half-mile, 1.41; one mile, 3.23; one and a half miles, 5.03 $\frac{1}{2}$; two miles, 6.46 $\frac{1}{2}$. It was a good performance, and "brought down the house." In the five-mile dash, J. C. Zimmerman, J. B. Coykenball, H. C. Spaulding, Harry Hersey, Ed. L. Davenport, and A. W. Cook started. Place was barred out of this race, but rode to keep the others company. Zimmerman took the lead at the start, and won in 20.51 $\frac{1}{2}$, with Coykenball second in 20.53, Davenport third, Hersey fourth, and Cook fifth. The fancy riding was beautifully done by Hersey and Shoemaker. Louis Brown officiated as judge, and Thurber Brown as timer. This ended the races, and it was voted a grand success. V. C. Place of Greenville, Pa., is a phenomenal rider. He holds he has been riding only ten months. He possesses good wind, good strength, and any amount of nerve. Let me tell you, dear WORLD (in your ear), Place is the coming man on the race track. He is entered for the 50-mile race in New York. Keep your eye on him. In the two-mile dash, his first mile was run in remarkable time for such a track, 3.23. The following visiting wheelmen were present: Louis H. Browne, Charles Pine, Guy Shoemaker, H. C. Spaulding, S. B. Murray, H. C. Hersey, Geo. C. Lingle, T. B. Coykenball, J. C. Zimmerman, and F. B. Nelson, all of the Elmira (N. Y.) Bicycle Club, W. R. Field and V. C. Place of Greenville, Pa. and Thurber A. Brown of Corning, N. Y.

CAPTAIN 2 556

WORCESTER, MASS., 5 SEPTEMBER. — The bicycle races in connection with the New England Fair at Worcester were called soon after three o'clock, and comprised a two-mile, a one-mile, and a half-mile race, each in heats, best two in three, with prizes, three each, of gold,

silver, and bronze medals. The first heat of the two-mile race found six starters out of sixteen entries. — W. A. Norton of Natick, George W. Hendee of Springfield, Byron F. Blackinton of Attleboro', J. S. Dean of Boston, J. M. Wattles, Jr., of Canton, and Frank Moore of Birmingham, Eng. The track was the ordinary trotting track, half-mile circuit, and in a bad condition for fast bicycling, being cut and soft in many places. The riders started well, Blackinton taking the lead and the rest well bunched. The inside ground was so covered with tents and booths and vehicles that the eyes of those on the judges' stand could not follow them continuously to note the shifting positions; but as they came down the home stretch and entered on the second lap, the order was as follows: Hendee, Moore, Wattles, Norton, Blackinton, Dean. At the end of the second lap Norton had changed places with Wattles and Dean with Blackinton, who brought up the rear, with wide gaps between all the contestants except Hendee and Moore, the latter holding himself easily in second position. At the end of the third lap Dean had put Wattles behind him, the others as before. The last lap was watched with interest, and as the riders turned the corner into home stretch it was seen that the Englishman was leading without exertion, Hendee second by about six yards, Norton third, a good ways behind, and Dean, Wattles, and Blackinton following, in that order. Time of the winners: Moore, 6m. 51s.; Hendee, 6m. 53s.; Norton, 7m. 4s.

The one-mile race found at scratch J. Q. Hatch of Boston, Will R. Pitman of New York City, A. D. Claflin of Newton, and Moore. At the start all four men were well together for some little distance, with Hatch leading, and they entered the second lap with Hatch in front, Pitman second, and Moore third, with Claflin last, but all close up, and as they passed around the curve they could be seen struggling to shift positions, and an opening between the tents allowed a brief glance toward the quarter-mile point, and showed Moore leading, and Claflin pushing forward to pass the others. All watched eagerly the home turn, and as they came down the stretch it was seen that Moore led Claflin about two yards, with Pitman third, and Hatch distanced. Time, Moore, 3m. 21s.; Claflin, 3m. 21½s.; Pitman, 3m. 25½s.

The first heat of the half-mile was contested by Pitman, Wattles, Moore, and H. E. Lombard of Cambridgeport, and as in the other races Moore won easily, with Wattles second, Pitman third, and Lombard far to leeward. Time, Moore, 1m. 35s.; Wattles, 1m. 39½s.; Pitman, 1m. 40½s.

Only Moore, Hendee, Norton, and Dean started in the second heat of the two-mile race, which resulted as follows: First lap, Hendee, Moore, Norton, Dean; second and third laps, Hendee, Moore, Dean, Norton; fourth lap, Moore, Hendee, Norton, Dean. In this Hendee

made a plucky struggle with Moore for first place, coming down the home stretch, and as they passed under the wire their machines almost lapped. Although some distance behind the leaders, Norton and Dean had a close run for third. Time, Moore, 7m. 20½s.; Hendee, 7m. 21s.; Norton, 7m. 24½s.

The second heat of the mile race resulted again in victory for Moore, with the others in the same relative positions. — Claflin a close second, Pitman third, and Hatch last. Time, Moore, 3m. 24½s.; Claflin, 3m. 24½s.; Pitman, 3m. 29s.

The second heat of the half-mile race closed the events, and resulted as did the first heat. Moore riding a waiting pace. Time, Moore, 1m. 34s.; Wattles, 1m. 38½s.; Pitman, 1m. 39s.

Previous to the events a formal protest was entered by his competitors against Mr. Pitman's entering, — this not to prevent his competing, but to secure themselves against any future question as to their amateur standing, Mr. Pitman's amateur standing being as yet unsettled by the continued refusal of the League of American Wheelmen to receive him as such. The officers of the events were as follows: Judges, A. S. Parsons of Cambridgeport, W. T. Brown of Worcester, C. A. Hazlett of Portsmouth; referee, Charles E. Pratt of Boston; scorer, T. C. Orndorff of Worcester.

BUFFALO, N. Y., 6 SEPTEMBER. — The second annual tournament of the Buffalo Bicycle Club was held 6 September at the driving park; and if the track and timing was correct, it developed some remarkably fast riding for out-doors in this country. The following were officers of the course: Judges, Dr. A. G. Coleman of Canandaigua and Preston Andrews of Brooklyn; referee, F. F. Williams of the Buffalo Club; time-keepers, Hiram Hotchkiss and Henry Benson of Buffalo; starter, Capt. J. T. Gard of the Buffalo Club.

The first race was a mile dash for club members only, the first prize a gold medal valued at \$15, the second a gold bicycle scarf-pin valued at \$8, and the third a King of the Road hub lamp valued at \$5.50. There were seven entries, who drew positions in the following order: R. W. Rummell, Charles F. Hotchkiss, John B. Newman, James F. Hedge, John R. Williams, C. S. Butler, Fred. W. Parsons. The send-off was an excellent one. At the turn Parsons pulled in to second place and held it till on the upper turn, when he pushed by Rummell and led at the three-quarter pole by ten feet. Hotchkiss held third to the half, when he was collared and passed by Newman on the turn. It was pretty racing all the way home, the field being well together as the stretch was reached, and each doing his level best. Hedge spurted and raced by the side of Parsons from the distance stand home, the latter passing under the wire first by less than five feet from Hedge, Newman third, Hotchkiss fourth, Rummell fifth, Williams sixth,

and Butler last. The time by quarters was 48s., 1m. 38s., 2m. 30s., 3m. 18½s.

The three-mile straightaway for the championship of the Buffalo Club brought out but three starters, Messrs. A. W. Smith and Louis Hohl withdrawing. Of those left, Mr. C. K. Alley drew the pole, Mr. Daniel N. Milley second, and Mr. C. B. Woodruff on the outside. At the turn Alley pulled to the front, and at the quarter led by a rod or more from Milley, who rode a very easy race. At the half these positions were unchanged, as they were at the third quarter. Alley was leading by not more than ten feet when he went under the wire in 3m. 19s. The two leaders kept their relative positions unchanged throughout the second mile, gradually leaving Woodruff hopelessly behind. As they went under the wire for the second mile in 6m. 39s., both riders acknowledged the applause by a graceful salute, and then squared away for the final struggle. Milley seemed riding a waiting race until well into the stretch. Then he spurted, but Alley had too great an advantage to be overcome, and at the distance stand Milley gave up the race. Mr. Alley, the champion of the club, when he wheeled back to the stand, was greeted by a round of cheers. Mr. Milley did not lack for admirers, and he at least has the satisfaction of having been honorably defeated. The time by quarters was as follows: —

	¼	½	¾	Mile.
First mile.....	53	1:39	2:37	3:19
Second mile.....	4:10	5:07	5:43	6:39
Third mile.....	7:38½	8:28½	9:12½	9:58½

The prize is the gold medal, valued at \$100. The medal is to be contested for at each annual tournament, and to become the property of a member only after being won three times. It was held by Mr. Milley last year.

In the mile-heat race, best two in three, the first prize was a gold medal valued at \$20, the second a revolver valued at \$12, and the third a cradle spring valued at \$7.00. Messrs. C. K. Alley, C. B. Woodruff, D. N. Milley, Charles F. Hotchkiss, and A. W. Smith withdrew, leaving as starters A. J. Rockwood of Buffalo, Barnum of Rochester, C. P. Forbush of Buffalo, R. H. James of Buffalo, V. C. Place of Greenville, Pa., Fred. Westbrook of Brantford, Ont., and John V. Barross of Attica. They drew positions in the order named, and went away in a bunch at the word.

Rockwood set the pace at the turn, and led handily at the quarter in 45s., Barnum a good second, Place third. The latter spurted when into the stretch, and had opened up quite a gap for the lead at the half, in 1m 28½s. This he held at the third quarter in 2m. 33s., and came under the wire an easy winner in 3m. ½s. (The judges, we believe, gave the time as 3m. 1½s.) Barnum was second, Westbrook third, and Forbush a good fourth. It was an exciting struggle from the word. Mr. Place is a strapping six-footer, and propels his wheel with great power and seeming ease.

In the second heat, Place showed a

wonderful burst of speed in the first quarter and passed all his competitors, winning as he pleased, with Westbrook second, Forbush third, and Barnum fourth. Place was declared the winner of the first prize, Westbrook of the second, Barnum of the third, with Forbush fourth. The time of the second mile by quarters was 44s., 1m. 28s., 2m. 11½s., 2m. 58½s.

The slow race brought out seven starters: Smith, Rockwood, and Butler of Buffalo, C. H. Hepinstall of St. Thomas, and V. C. Place of Greenville being drawn. The starters were as follows: John B. Newman of Buffalo, R. H. James of Buffalo, R. A. Punnett of Rochester, Perkins of Rochester, J. R. Williams of Buffalo, Perry Doolittle of Aylmer, Ont., and W. J. Curtis of Rochester. The distance was one hundred yards, but before half of this had been covered only Curtis and Perkins were left. It was nip and tuck between them, Perkins winning in 5m. 42s. by a foot.

It was after six o'clock when the last race of the programme, a two-mile dash open to all amateurs, was called. John V. Barross of Attica, C. A. Hepinstall of St. Thomas, A. J. Rockwood and C. K. Alley of Buffalo, who withdrew, leaving the following starters, who drew positions in the order named: C. H. Smith of Rochester, D. N. Milley of Buffalo, R. H. James of Buffalo, C. B. Woodruff of Buffalo, Perry Doolittle of Aylmer, Ont., and V. C. Place of Greenville, Pa.

Smith took the lead at the start, and held it to the quarter, Doolittle second and Place third, the others strung out. These positions were unchanged at the half. Then Doolittle spurred and took the lead, which he held to the three-quarters. Place then showed his staying qualities, and notwithstanding his hard work of the afternoon, went to the front with seeming ease, leading at the wire by a couple of rods from Doolittle. Not once was the Pennsylvanian headed during the next mile, and he won as he pleased. Smith pulled past Doolittle on the last mile, and finished second, while Milley dropped into third place, leaving Doolittle fourth. The time by quarters was as follows:—

	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	Mile.
First mile.....	42	1:32½	2:16½	3:01½
Second mile.....	3:52	4:43	5:51	6:18

THE twenty-mile professional bicycle championship of the world was run on the Belgrave road grounds at Leicester, England, 21 August, and won by C. R. Garrard, Uxbridge, in 1h. 5m. 41s., after a splendid struggle with Howell, Derkinderen, Wood, Waller, Kaye, Warwick, and Edlin. Howell was half a yard and Derkinderen two yards behind.

ON 24 August, John Keen and G. W. Waller raced ten miles at the Recreation grounds, Romford, Keen allowing his opponent half a minute start. The race was an exciting one in the last few miles, the riders alternating positions frequently, and Keen was defeated by half a yard; Waller's time was 35m. 4½s.

A ROAD race of twenty-four hours on the road from London to Bath (one hundred miles) and as far on the return as may be within the time, is to take place 30 September, projected by the makers of the Facile safety bicycle, on which machine alone the riders must be mounted.



The Bostons to the Front!

THE FIRST AMERICAN HUNDRED-MILE CLUB RUN SUCCESSFULLY CARRIED OUT.

THERE having been considerable talk this summer about long-distance riding among Eastern wheelmen, the fixture committee of the Boston Bicycle Club arranged for a hundred-mile club run in connection with the Worcester run. The affair had but a few weeks' ventilation before being attempted, so no one had time to train especially for it, and the number of participants was much smaller than it might otherwise have been. However, six club members, four of whom had made the run from Boston to Worcester and back to Northboro' on the two preceding days, were on hand at the appointed time at the Northboro' Hotel, and accompanied by F. J. Philbrick of Portsmouth, C. J. Holland of Medford, E. A. Hemmenway of Dorchester, and W. E. Parmenter of Arlington, as invited guests, got away at 4 38 A. M. The club was represented by Second-Lieut. W. B. Everett as captain for the run, Freelon Morris, T. H. Wakefield, W. H. Edmands, R. M. Diaz, and J. Q. Hatch. The first half-hour, in the dark and over strange roads, was rather risky business; but when day broke, showing a beautiful September morning, the roads seemed to improve, and the back-log of raw eggs and milk beginning to take effect the pace was improved, and South Framingham, fourteen and one eighth miles, was reached at 6 22. Here the party was joined by Mr. C. H. Wilkins of Manchester, N. H., who was unable to leave Worcester the night before, and took an early train thus far.

After a brief stop the saddle was again taken, and South Natick, five and five eighths miles, was reached at 7.08, and a stop made for breakfast at Bailey's Hotel, a popular place with Massachusetts bicyclers. At Natick Mr. Hatch was obliged to leave the party, he having injured himself in the races the day before. The remaining ten devoured a hearty breakfast, and at 8.15 again took to the road. Wellesley, with its sand-papered streets, was passed through at a brisk pace, and the fine road over Needham Plains to Dedham, ten miles, was covered with but one short stop to

leave Mr. Diaz, who only joined for part of the ride. Dedham was reached at 9.27, and fifteen minutes taken for lubricating man and wheel. From here the road lay through Readville and Canton Corner to Stoughton, eleven and three fourths miles; only two dismounts for hills were made, the party arriving at 11.10. Fifteen minutes for rest, and to meet Capt. F. H. Johnson of Brockton, who, having heard of the run, had kindly come out to show the roads into his town. Brockton, five and a half miles, was made in forty-five minutes, over sandy and rough roads. One hour and twenty minutes was consumed at the Palmer House for dinner, and leaving Mr. Parmenter to return by train, wheels were again mounted at 1.30 P. M., with forty-seven miles covered and fifty-three more to be ridden. From Brockton to Randolph bad roads were encountered, but no stops made; dinner having put new life in the muscles, the ride was continued without stop through South Braintree and Braintree to Quincy, fourteen miles, the last four being over fine sidewalks, with nothing but overhanging boughs to interfere. Quincy was reached at 3.17, and the eight remaining riders tackled the town pump for thirteen minutes. The road from here lay over Milton Hill, the top of which was made without a single dismount, even the Blue Bell Inn not proving strong enough attraction to induce a stop. Five minutes were used up in taking in the fine harbor view from the top of the hill, and then came the long coast down the other side. Through Milton Lower Mills the party went to Mattapan, and again resorted to the town pump for repairs on the inner man. After an eight-minute stop, Norfolk and Madison streets were ridden to Forest Hills, and South street to West Roxbury village, where for ten minutes gingersnaps were stowed away to prepare for supper. La Grange and Hammond streets, with their hard surfaces and fine hills, were covered at a round pace, and Chestnut Hill reservoir reached at 6 P. M., twenty miles from Quincy, and twenty more to be done. After fifteen minutes' rest, two turns were taken round the reservoir, spurring with horses and coasting the hills to warm up the limbs for the rest of the journey; then to Waltham, through the Newtons, for supper at the Central House, and a stop of forty minutes, when saddles were resumed for the eleven-mile run to the club-house. This was made without dismount, and the one hundred and two and one half miles were completed at 9.30 P. M.

The little party were received with open arms by a large gathering at the rooms, and the largest club run ever called in this country was a thing of the past. The sizes of machines ridden by the returning eight were as follows: Four 56-inch, two 52-inch, and two 50-inch. Below is a summary of distances and time:—

Time consumed, 16 hours 52 minutes; distance covered by seven men, 102½ miles, Mr. Wilkins having ridden

90 miles. Actual running time, 12 hours 6 minutes. For meals and rests, 4 hours 46 minutes. Average distance per hour of running time, 8½ miles.

RUNNING TIME.

Northboro' to South Framingham.....	1 hour 44 minutes.
South Framingham to South Natick.....	38 "
South Natick to Dedham.....	2 "
Dedham to Stoughton.....	28 "
Stoughton to Brockton.....	45 "
Brockton to Quincy.....	47 "
Quincy to Waltham.....	12 "
Waltham to Boston.....	30 "

Total 12 hours 6 minutes.

STOPS.

South Framingham.....	8 minutes.
South Natick.....	1 hour 7 "
Nedham.....	10 "
Dedham.....	15 "
Stoughton.....	15 "
Brockton.....	20 "
Quincy.....	13 "
Milton Hill.....	5 "
Mattapan.....	8 "
West Roxbury.....	10 "
Chestnut Hill.....	15 "
Waltham.....	40 "

Total..... 4 hours 46 minutes.

The distances were taken with two cyclometers, one American, the other English, and these showed a variation at the end of the journey of less than a quarter-mile, and both tallied well with the given distances between towns.

The Worcester Meet.

THE third annual meet and parade of wheelmen at Worcester under the auspices of the Worcester Bicycle and Æolus Wheel Clubs, which was held Tuesday, 5 September, was the most successful, in point of numbers, of the series. During the morning, wheelmen were constantly arriving, either by highway or train, while many had come to the city the day previous, and some even earlier. As in the former years, the local clubs had committees at all points to receive visiting wheelmen and escort them to headquarters at the armory, where were excellent facilities for stowing wheels. A few wheelmen had come all the way from Boston a wheel, starting the day before, and others wheeled as far as Marlboro', Northboro', or South Framingham, finishing the journey by rail. Several members of the Boston Club wheeled all the way, as also did Messrs. Hazlett and Philbrick of the Rockingham Club of Portsmouth, N. H., who started with members of the Massachusetts Club, one of whom came through. Secretary E. M. Gilman of the Nashuas wheeled all the way from New Bedford to attend, and members of the Manchester and Nashua Clubs took the highway a large portion of the route from their cities.

Shortly before noon the bugle sounded to mount, and the wheelmen took up the line of march for Salisbury's Grove, where a splendid collation, prepared by direction of the local wheelmen, was partaken of, and after an hour's rest the line was regularly formed in the following order by clubs to proceed to the fair grounds: Worcester Bicycle Club, 14 riders; Boston, 12 riders; Providence, 5; Chelsea, 6; Marlboro', 5; Newton, 7; Leominster, 11; Westboro', 6; Pawtucket, 5; Natick, 11; Holyoke, 2; Æolus Wheel (Worcester), 20; Massachusetts, 12; Boston Ram-

blers, 10; Portland, 1; Roxbury, 1; Springfield, 10; Clinton, 5; Nashua, 14; Northboro', 6; Manchester (N. H.), 4; Woonsocket, 4; Attleboro', Hopkinton, Wakefield, Marblehead, 1 each; Rockingham (Portsmouth), 2; Argus (Worcester High School), 10. The fair grounds were but a short distance, and the procession entered in excellent form in two divisions and circled the track several times, marching and counter-marching in close and in open order, and with a precision and uniformity almost general, which won frequent applause from the spectators, many thousands of whom were present. At about half past two o'clock they retired from the track, and, stacking wheels, prepared to witness the races, which were soon after commenced, and are elsewhere described. At the conclusion of the races, about five o'clock, the various clubs began to get together and mounting wheels move homewards, those going by rail being escorted to the station by the local clubs. It is to the credit of the Worcester wheelmen's management that neither of the three great meets held under their auspices have been marked by any unpleasantness, or serious accident of any sort, either in parade or on the race track. The general committee comprised Messrs. Fred. S. Pratt, chairman; Waldo Lincoln, Frank P. Kendall, Stephen E. Greene, Chas. H. Bannister, Edward F. Tolman, secretary. Among the prominent visitors from a distance, we noticed ex-League Treasurer Dillwyn Wistar of Philadelphia, Fred. Jenkins of New York and the *Wheel*, and Will R. Pitman of New York.

The officers of the parade were as follows: Captain first division, E. C. Hodges of Boston; captain of second division, C. A. Hazlett of Portsmouth; marshals, A. S. Parsons of Cambridgeport, D. Wistar of Philadelphia, H. E. Ducker of Springfield and S. E. Greene of Worcester. There were no unattached riders, the affair being laid out for an informal gathering of New England clubs, independent of the League or other associations.

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.]

New York Letter.

Editor Bicycling World: — Mr. McClure, editor (to be) of the new periodical, has been here on an official visit, information and recruit gathering; and while we know nothing as yet regarding the magazine, we have no hesitation in pronouncing him a good fellow and capital company, and evidently well fitted for his position as steersman at the wheel. We drink success to the new venture; and should it do half as much for the cause of bicycling as we hope it will, it shall not have lived its life in vain. We need a periodical of this kind; and before the

originators of the *Wheelman* started it turning, not one out of the many influential men we number among us has been able to give a successful impetus to such a necessity.... We had Capt. Hill of the New Orleans Club with us at supper there, and took him for a ride afterwards on the Riverside. The night was beautiful, and he said he enjoyed himself, and vowed that our views were elegant when he saw the Hudson winding along below us with the many lights glimmering from the passing boats and steamers; but he is not yet willing to leave the Crescent City and her shell roads, and exchange them for Manhattan, with her fair coronet of hills which Fontaine and Sanford led him against.... Pitman since he has come back has been acting quite peculiarly, and spends most of his time wandering around looking for his shadow, which we suspect strongly he in his spurt (?) forgot at Worcester; he looks thin, weary of life, and mutters from time to time as though talking in his sleep, "But where was Burnam?" some slang expression he has imported probably from his Worcester jaunt, or else from Newton.... Jenkins got back to-day, and is looking well even if he has, as the *Courier* says, had a lop from his side. Rumor has been again busy with his name, and not content with cutting him loose from the jurisdiction of the Cunningham Company and setting him up in business for himself, has even transported him and business bodily to Philadelphia.... Mr. Hamilton of the New Haven Club has arrived to-day, to participate in the fifty-mile race to-morrow; and as he rides a 60-inch, Doc. and the Citizens have taken him in hand and are going to help him round the many curves of the Manhattan track. We also chronicle the arrival to-day of a Mr. Place, from some place in Pennsylvania; he comes well recommended, riding a 58-inch Harvard, with a record at Buffalo of "2.58" pinned to his bar, and says that though a few days after the time of entry, he is going nevertheless into the fifty-mile race to-morrow. What says Secretary Graham? Will Mr. Place enter, or will he leave, trailing his 2.58 at the hub of his little wheel? The echoes of Manhattan answer not as yet; to-morrow will show.... The New York Club has issued a manifesto calling its members to renewed activity for the fall, which will doubtless bring them out in force as of yore; and when Jenkins breaks up his present quarters, as break he must ere long, they will probably flock with the Lenox, over to Carter's aviary; and then how we will all fly, and what a warbling there will be! Where, oh, where are the Manhattan riders? Will none relieve our anxiety? The absence of Meyer (and bugle) we don't grieve over so much, for our ears are at last recovering; but the others we miss. No more do we see the brown suits pushing at our sides, climbing the hills sometimes before and sometimes behind us; they are fast becoming a memory of the past, and Bourne and Jenkins are the club.

Later, and after the fifty-mile race: — Well, Place it seems was entered, as it turned out, by telegram, about a week before the time set, and consequently his entry was all right, and he has ended by astonishing us all by riding in a winner on the fiftieth mile. You have doubtless heard by this time how all five of the competitors distinguished themselves, Smith and Ives by dropping out, the first on the thirtieth mile and the last on the forty-first (cramps the word); how Place, Sanford, and Hamilton went on to the finish, and came in in the order named and broke the records in close company, — Place first in 3h. 27m. 11½s.; Sanford second, two laps behind, in 3h. 28m. 45s.; and Hamilton third, one lap behind Sanford, in 3h. 29m. 28½s. The race was not very largely attended, — due, we think, to its not having been very extensively advertised in local papers; but what the crowd lacked in size they made up in enthusiasm. New York's hopes centered on Ixion's representative Sanford, and well they kept him, with the veteran Pitman's help, to his task of winning second medal. Look out at Springfield, boys, for this man Place; he's a new man, but he's a great one, and if he made 2.58 at Buffalo he will probably show a good many riders his little wheel at Springfield. The latest returns here give the following names as booked for Springfield: Beckwith, Oliver, Smith, Fontaine of the Citizens' Club, Egan, Pitman, Sanford, Howard, Smith of Ixion, Jenkins and probably Bourne of Manhattan, Carter, Sterry, and probably Adams and one or two others of the New York Club. We note a two-mile bicycle race handicap at the annual fall games of the Manhattan Athletic Club, at their grounds on 30 September. We'll all be there, but till then all aboard for Springfield. Selah! CHIC.

NEW YORK, 9 September, 1882.

Rejected Votes Again.

Editor Bicycling World: — I was glad to note Vice-President Parsons's reply in the last WORLD, but it failed to convince me that the committee on rights and privileges was justified in throwing out the votes of the Marblehead Club. He quotes from Rule 21, that "The corresponding secretary shall send to each member of the League a voting blank," and that "These blanks shall be filled out and returned." A good idea; but the blanks sent to Massachusetts members were not sufficiently large to contain the names of ten representatives, consequently some other blank had to be used. The Marblehead members looked over the rules carefully, and finding nothing to conflict with their method of voting, prepared one list of candidates, to which each voter affixed his own signature. Was not that a perfectly legal proceeding? Had our secretary written the voters' names himself, we could have polled a much larger vote (as several of our men were away from town at that time), and we should not have been sur-

prised had our votes been thrown out. But when each member voting signed his own name (which was all that would have been done had each voted on a separate ticket), can it be wondered at that the club did not submit willingly to the committee's decision?

Mr. Parsons says: "We failed to find anything in the rules which would warrant us in counting these names." We failed to find anything which would warrant the committee in rejecting them.

I have now no doubt that the committee wished to conduct the election fairly; but I still think they were in error in casting our votes aside, and I believe every member of the League will agree with me when I say that simple justice demands they should even at this late date be counted. GEESSE.

MARBLEHEAD, MASS., 9 September, 1882.

Cycling Memos.

THE *Cyclist* has "come out" in favor of the words "trike" and "bike," and "triker," and "biker." It claims that there is no slang in the use of these words, which are coined to meet the requirements of a new sport. "Bus" for omnibus, "telegram" for telegraph message, and abbreviations of like sort, are allowed, and used by "Juvenis" even, who insists that "bike" and "trike" are unpardonable vulgarisms.

THE same paper is much exercised over the advertisement of Forepaugh's circus, announcing, in the usual high-sounding style, that Albin has, on his "Alpine wheel," "outstripped in speed the thundering locomotive," and wonders "any paper will print such palpable stretches," especially in America, where the riders excel on the wheel. No one "here" wonders at anything in a liberally paid advertisement, but many did wonder that the *Cyclist* should print Albin's letter, which contained so many statements lacking crassitude.

THE "Century" run of the Boston Club was a great success, and opens up a new field of sport. The condition of the riders on their return was such that all who saw them will no doubt have a lingering desire to "beat the record." Indeed, it is rumored that the club will indulge in a 120-mile run next month.

ONE of the gentlemen who had completed the distance I met next day, going along at a rate which precluded any idea of stiffness or fatigue.

THE same gentleman has ridden on his bicycle thirty-one consecutive days, having covered over five hundred miles. The shortest day's journey was six miles, and the longest one hundred and two and one half miles. Not a bad record for a business man.

I FOUND "Prex" Pratt at the Bostons' club-house the other day, deep in the mysteries of the "dry-plate process." He had "took" Fred Jenkins and "Juvenis," and was engaged in photographing the interior of the rooms.

Mr. BURT's Coventry Rotary will be

shipped this week. He writes enthusiastically of its capabilities, and seems to anticipate much.

IN answer to a correspondent, who writes for information in regard to this machine, I would say that there is no tendency to twist the central dropped tube of the No. 1, which is quite as stiff as No. 2, and is easier for a bicyclist to propel, as the motion is the same. The gearing interferes with its use by a lady, and on this account No. 2 is to be preferred, although not quite so easy nor as fast as No. 1. In fact, the fastest two miles on record was made on a Coventry Rotary No. 2, by Lowndes, in 6m. 41s., — most remarkable time for a tri.

IN regard to the recent League elections, and the throwing out of ballots, Mr. Parsons labors under a wrong impression in supposing that the discussion which has taken place, and the evident desire to have the matter more fully explained, are "attacks" by "disappointed members."

By the way, what is to be done in cases where there was a tie vote? I have heard of no new elections being ordered. Also, in case of declinations, Mr. Fourdrinier of Massachusetts having declined to serve as representative? It seems as though something ought to be done immediately, unless it has been decided to wait until the next election.

THE remarks made at Worcester about Mr. Moore, the winner of six straight heats, were mean and contemptible, and unworthy of any liberal-minded person. Mr. Moore is a recognized amateur in England, and is by this time, I presume, a member of the League. It therefore seems very small in anybody to question the propriety of his entering the Worcester or any other races.

I, FOR one, am glad that he took all the races, as it will wake the American bicyclist up, and convince him that we are still behind the times in things bicyclic. Mr. Moore rode square races, and gave every one a chance. Mr. Moore naturally feels somewhat indignant, but has the good sense to put the blame where it belongs. LONDON W.

A Card.

Editor Bicycling World: — I note in your issue of 8 September, under "Cycling Memos." of "London W.," a remark of his relative to the admission of Will R. Pitman to the B. T. C., but fail to see (and I embody in my expression of opinion the known opinions of many another New York rider) why, if an organized recognized athletic club should see fit to receive him as a member, and if the N. A. A. A. should admit his claims, the L. A. and London W.'s. should not lay prejudice aside and do likewise. Prejudice, I say, for it is now almost universally admitted, here at any rate, that it is this and this alone that leaves him in the cold. CHIC.

NEW YORK, 9 September, 1882.

ALFRED NIXON of the London Tricycle Club, left John o' Groat's 16 August, to ride to Land's End on a Premier double-driving tricycle, taking the course followed by Keith-Falconer in his famous journey in the reverse direction. He reached his destination on the 30th, covering nine hundred and ninety-five miles in thirteen days, twenty-three hours, fifty-five minutes.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. 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 16 June, 1882, 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.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *Bicycling World*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor 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,
Cor. Sec. L. A. W.

MARIETTA BI. CLUB.—Additional: S. H. Libhart, Marietta, Pa.

UNATTACHED.—Wm. R. Barnum, 8 Garden park, Rochester, N. Y.; Ellis B. Freatman, 3 Saratoga avenue, Rochester, N. Y.; W. K. Sinclair, Laramie City, Wyoming Ter.; Fred. H. Newton, 159 Chestnut street, Holyoke, Mass.; Jas. S. Newton, 214 Elm street, Holyoke, Mass.; Wm. A. Munn, 69 Newton street, Holyoke, Mass.

CORRECTION.—The name of Omar W. Wittemore, Arlington, Mass., published 1 September, should be Omar W. Whittemore.

CURRENTE CALAMO

"THE next station is Springfield!"

THE Marblehead Club took in the Swampscott fire for its last week's regular run.

WORCESTER is over, but then there's Springfield, and it does look as if all the prominent racing men are going to be there.

THE Lawrence wheelmen recently received and entertained the Marbleheaders by an excursion in boats up the Merrimac to a picnic in the groves.

THE members of the Lawrence Bicycle Club will be the guests of the Marblehead wheelmen at the Essex County meet in the latter town Monday next.

THE Champion City Bicycle Club of Springfield, Ohio, has four riders who ride 56-inch wheels. They are President Crothers, Messrs. Shepherd, Gunn, and Thompson.

W. R. PITMAN won third position in the mile and half-mile events at Worcester. What did the judges do with the protest against him? and did they award him third prizes?

CARPENTER, of the Columbia Bicycle Club of Attleboro', is entered for the Springfield events. Harry Tufts, also, the excellent amateur trick rider, with other Attleboro' boys, will attend.

MR. FRED. C. HAND of Scranton, Pa., one of the most enthusiastic and live wheelmen in the Keystone State, will be in this vicinity next week, on his way to attend the Springfield tournament.

THE rumor to the effect that the Champion City Bicycle Club would resign from the League of Ohio Wheelmen, on account of dissatisfaction at the recent meet held in Columbus, is incorrect.

A THIEF recently stole a horse and carriage in Melrose, but the theft being discovered in good time, a young bicyclist mounted his wheel and pursued, overtaking him and securing his arrest.

THE *Bicycling News* has added the sub-title, "*and Tricycling Gazette*," and the *Bicycling Times* has changed its sub to "*Tricycling Record*," which changes indicate the rapidly increasing popularity of the three-wheeler.

THE racing of the Boston Bicycle Club at Beacon Park to-morrow afternoon bids fair to be very interesting, and there will doubtless be a good attendance. We advise all who can spare the time to be there. The twenty-mile contest is called at four o'clock.

WE are pleased to announce that Mr. Prince's illness is not so severe as at first feared. However, he is far from in good condition, and it looks as though Morgan has a golden opportunity to meet the champion in the hundred mile-race to be held in October.

OUR San Francisco correspondent writes us that our advertising and noticing of "Walker's Pocket Camera" has awakened much interest there in amateur photography, and many of the wheelmen invariably take the apparatus along now when off for a run into the country.

MR. WILL ROSE recently started from Danville, Ill., on a wheel trip to the Pacific Coast. He wrote us from Princeton in that State, under date of 4 September, that up to that time he had found the roads rough and muddy. He had a pleasant stop among the wheelmen of Peoria.

THE Champion City Bicycle Club of Springfield, Ohio, turned out twenty-three uniformed men at the State meet held at Columbus recently, and took the first prize of a silver buglet for the largest and best appearing club. Cincinnati came next with seventeen men, and Cleveland with sixteen.

THE Champion City Bicycle Club of Springfield, Ohio, with the wives of the married members and the young lady friends of the single members, will give a grand banquet at the Lagonda House some time soon; and during the winter will present a light opera like "Pinafore" or "Mascot," and call it the Bicycle Opera. The club has many fine male voices, and the ladies are said to be splendid local singers.

YELLOW SPRINGS seems to be the favorite short run for the C. C. of Springfield, Ohio. The Springs is a popular and fashionable watering-place, and is situated between Springfield and Xenia, just nine miles from either point. The regular running time is fifty minutes, but two of the riders claim to have covered it in thirty-seven minutes and fifty seconds. Even the Xenia and Cincinnati men make frequent trips to this delightful resort.

THE Rockingham Bicycle Club of Portsmouth, N. H., have invited the New Hampshire wheelmen to a two-days' meet at Portsmouth, 17 and 18 September. A run along the excellent roads by the sea through Newcastle, Rye, and Hampton will be made on the 17th. A parade, marine bicycle race, and complimentary dinner at the Rockingham House will take place on the 18th. Chief Consul Hazlett has called a meeting of the L. A. W. members on the 19th to form a State league.

FRANK MOORE, the young English flyer who is so gallantly winning glory and medal from our own racing men, shows what proper training will do. Personally, he appears to be a modest, good-natured man, and he races fairly and with a determination to win; and we have no sympathy with those small minds who occasionally are heard to carp at his success because he is a foreigner. We wish, sincerely, that some of our men might beat him; but as long as he shows himself the best man, it is as mean as it is useless to whine about it.

"PAPA" WESTON, returning from the Harrogate meet, when a few miles out from Birmingham, was met by two members of the Coventry Club, riding a Harvard Tandem tricycle, they having come to meet him and offer him one of their places to ride to Coventry. The genial Frank at once surrendered his bicycle to one of them, and took the latter's seat on the tri, and although a green hand at tricycle riding, he and his companion made the distance, twelve miles, in seventy minutes, running time, up hill and down, and he was much pleased with the machine and the motion.

LIBERAL advertising, and the value of the prizes offered by the Springfield Bicycle Club, have attracted national attention, and not only the racing men but the clubs are preparing to be represented in that city in large numbers. If it is as successful as a gathering as the Worcester meet, it cannot fail to satisfy, not only the local wheelman, but all who attend. V. C. Place, the 2m. 58½s. man, and winner of the New York fifty-mile race, is expected to be there, and it may be that he is the man to prevent the Springfield medals going the way of the Worcester jewels.

MESSRS. F. C. PENFIELD and WILLIAM LEE HOWARD of Hartford, Conn., well known as veteran wheelmen, have had a "tramp abroad" this summer. They started from Innsbruck, Austria,

and took a southwesterly course for Lake Como, their route taking them through the wildest part of the Tyrol, and traversing the soil of three countries, — Austria, Italy, and Switzerland, — making a distance of two hundred and forty miles. They ascended the famous Ortler Mountain, and for three days were on the glacier level. They have been made honorary members of the Austrian and Italian Alpine clubs for their accomplishment.

"LONG JOE" of Philadelphia, "which has been asleep," writes us to say that she "waketh up," and intends to have the biggest meet of wheelmen ever held in this country, on the 26th of October next, on the occasion of the bicentennial of the settlement of the city. A committee of arrangements has been appointed, and Harold R. Lewis of the Philadelphia Club has been chosen commander. A new half-mile track is being constructed for the races, and the wheelmen expect to have unobstructed use of the park roads, all carriages being excluded from the route of parade, by order of the park commissioners. All wheelmen, L. A. W. or L. O. W., and the great unattached, are invited.

CONSUL WILKINS of Manchester, N. H., who has been doing Worcester and the fine Massachusetts roads during the past week, being the ninety-mile man in the "Century" run of the Boston Club returned home last Sunday. He spent Saturday night in Chelsea with Capt. Whiting of the Chelsea Club, and on the summons of the captain eight members of the Chelsea Club assembled Sunday morning at nine o'clock to escort the visitor as far as Middleton, eighteen miles, where members of the Lawrence Club were expected to meet him. The run to Middleton was a pleasant one, except that the last few miles of the road was rough and soft in spots. At Middleton Capt. Currier and three others of the Lawrence Club were met; and after a pleasant stop of half an hour at the farmhouse of Col. J. W. Wellman, who, with the ladies of his household, treated the bicyclers with generous courtesy and an abundance of excellent milk and the freedom of his apple orchard, the Chelseans bade Mr. Wilkins and his new escort good by, and returned home by way of Peabody, Lynn, Saugus, and Malden, their round trip covering forty-one and a half miles. They took dinner at Baldwin's Hotel in Peabody, where they were treated to good victuals and cordial courtesy at a reasonable charge and we advise wheelmen who may chance to be in that vicinity, hungry or thirsty, to give the hotel a call. Mr. Wilkins and the Lawrence men continued their journey to Lawrence over four miles of very good road, but the rest of the route was bad until they reached North Andover, when a long sidewalk with excellent coast favored them, and at Lawrence they were welcomed by a lot more of the boys, and took dinner at the Franklin House, which will probably be made the League hotel

of that city. Mr. Wilkins concluded his journey home by train.

Bugle Calls. III.

BUGLER, while our line is creeping
Through the shady valley,
Wake the echoes from the hillside,
Blow our 'cycling rally.

"Ho, lads; yo ho, lads; on we go!
Ho, lads; yo ho, lads; bugler, blow!"
Ta-ra-la ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

Now we're sweeping by the river,
There's the "Crescents" shell;
See the oars bending, flashing, —
How they make them tell!
Hail the coxswain. "Hollo, Hardy,
Where's your boasted might?
Here we are, we're running by you:
Adieu, old man; good night."

"Yo ho, lads, yo ho! let them row, row, row,
But they're far, far behind us, and on we go."
Ta-ra-la, ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

NINON NECKAR.

Wheel Enjoyment.

THE *Cyclist*, in a recent editorial, says truly that "What 'pleasure on wheels' consists of cannot be defined, as a general thing; for whereas some are not satisfied unless they are training or racing upon the cinder path, others are in the height of their glory when training, whilst others again do not even do that, but content themselves with 'pottering about' around home of an evening."

In these remarks lies, to a great extent, the secret of the success of the bicycle as an adjunct to pleasure. It appeals for support to at least three kinds of men. For the man who is fond of excitement, competition, and speed, who takes pleasure in training and racing, no form of athletic exercise will "fill the bill" so well as bicycling; and to the person fond of the pleasures of the road, of seeing nature either in its pristine or cultivated beauty, the bicycle affords a most enjoyable method of travelling from place to place where roads will permit. Not only is touring on the bicycle or tricycle pleasurable from the method of conveying one's self, but the exercise is so physically healthful and mentally invigorating that mind and body become harmonious to enjoy and appreciate; whilst to the young man (it usually is the young man) who enjoys his wheel in "pottering about," the bicycle is unsurpassed. It affords an opportunity to display to advantage any charms which nature may have endowed him with, and is an easy and exhilarating way to stroll about among friends and familiar scenes. We have personally tried all three ways of enjoyment, as well as many others, and pronounce without hesitation that touring affords the greatest "pleasure on wheels." We are not familiar enough, as yet, with the enjoyments and capabilities of the tricycle, to add, as the *Cyclist* does, that "The tricycle is the preferable machine to its more elegant and lighter confere," although we must confess to a yearning

also towards the three wheels, of which so much is being said and written.

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

BICYCLES FOR SALE. — One 54-inch Manchester Excelsior, entirely new, built by Robertson of Manchester, Eng.; ball bearings to both wheels; a great bargain; price \$100 cash; one 50-inch Andrews, built by Andrews of Birmingham, Eng.; ball bearings to both wheels, nearly new, only ridden about six times; price \$90 cash. WM. OLIVER, 141 East 129th street, New York City.

FOR SALE. — A 50-inch Harvard, full-nickelled, new this season, used very little, and in first-class condition; too small for owner; will be sold for \$115. G. W. ALEXANDER, Port Haron, Mich.

FOR SALE. — A 52-inch Harvard Roadster, bur-nished, \$85; a 52-inch Standard Columbia, half-nickelled, \$65; a 52-inch Standard Columbia, painted, \$60; all in good condition. A. J. KOLP, Scranton, Pa.

52-INCH HARVARD. — Bright spokes; painted (black and gold) felloes; rest nickelled; rubber handles; Hull & Tolman's alarm; cradle spring; ball bearings to both wheels; bought in May last; used but little; in first class condition. Owner will sell cheap for cash, or exchange for first-class tricycle. H. B. MCCRACKY, Utica, N. Y.

BICYCLE SUNDRIES, CHEAP. — Rat-trap ball pedals, cost \$10, price \$5.00; rubber bar ball pedals, nickel-plated, cost \$11, price \$5.00; parallel pedals, nickel-plated, cost \$5.00, price \$2.50; Spurrier's takeabout for luggage, \$2.00; Stormont alarm, double, \$1.00, cost \$2.50; Dearlove hub lamps, new, \$2.00 and \$3.00; photographs of L. A. W. Meet at Boston, mounted, \$1.50, cost \$2.00; English head lamp, \$1.50; Cooper's hub lamp, double-nickelled, \$3. All warranted English, and in perfect order. L. H. JOHNSON, Orange, N. J.

54-INCH STANDARD COLUMBIA FOR SALE. — Full-nickelled; ball bearings on front wheel; suspension saddle, etc., complete; in excellent order. Address E. E. LINDEMUTH, 826 Market street, Philadelphia.

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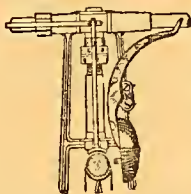
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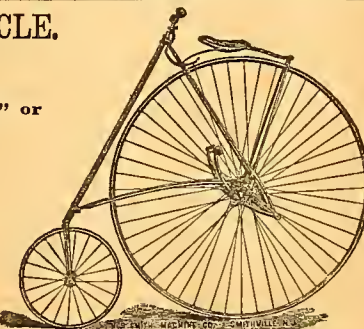
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