

Bicycling World

The Official Organ of the League of American Wheelmen.

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[Vol. V.

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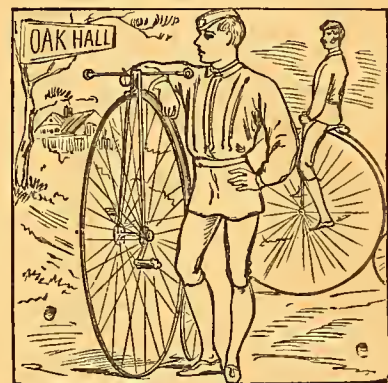
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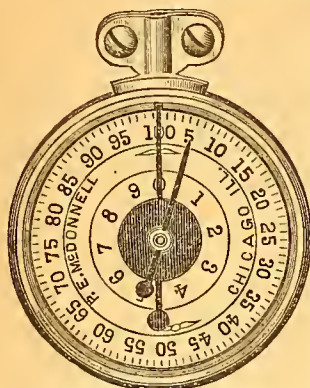
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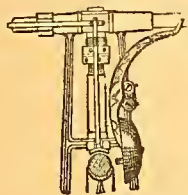
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C. R. GARRARD, the English twenty-mile professional champion, and H. O. Duncan, ran a twenty-mile dead heat at Stafford, 2 October, in 1h 8m.



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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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, 27 OCTOBER, 1882.

THE OFFICERS' POWERS.

WE have always believed that the rules of the L. A. W. vested too much power in its officers; and the important business done at the meeting of the board last week has confirmed us in that belief.

Of course, in an organization like ours, where the general meeting is held but once in twelve months, it is necessary, in order to meet emergencies not provided for in the rules, to delegate an executive body or committee with discretionary and positive powers to treat them; but even then this committee should be accountable to the general body for the use of its power, and its action subject to revision, if of a remediable nature, and this need is met in Article 4 of the L. A. W. constitution, and

in Rules 13 and 14. The latitude of power which this article and the rules mentioned confers is almost autocratic, and is entirely sufficient to meet any actual need likely to arise during the interim between the annual general assemblies. As if these were not enough, however, a still greater and a very dangerous power is given the board of officers in Rule 36, as follows: —

"36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in Rule 14."

We say "dangerous." Let us consider wherein this danger lies. The full board of officers at present would number about seventy. These are scattered over the continent at many points, some several thousand miles apart, and few can spare either time or expense in travelling from these and even intermediate distances to attend a meeting. Consequently, wherever the meeting of the board is held the members present must of necessity largely comprise resident or local representatives. For instance, at the officers' meeting in New York last October, there were but sixteen present, five of whom were from New York City and vicinity; three were from Pennsylvania, two were from Massachusetts, and one each from Maryland, Connecticut, New Hampshire, Maine, and Ohio. At the March meeting held at the same place there were nine only present, four of whom were from New York, three from Massachusetts, and from Connecticut and Pennsylvania one each. At the meeting held in Boston last week there were seventeen officers present, of whom ten were from Massachusetts, three from New Hampshire, two from Connecticut, and from Maine, Ohio, and New York, one each. Of course, it was to be expected that a fuller attendance would result from the meeting's being held in Boston, where so great a proportion of wheelmen reside, therefore we mustered three more (!) men than at the fullest previous meeting. These seventeen representatives (?) of fourteen hundred wheelmen changed the most important and the most deliberately framed and adopted rule in the entire code. If the officers' meeting next March is held in New York, and only eight members are present, five of them can restore the rule, substitute another, or adopt an entirely new constitution, if somebody only puts a previous notice in

the WORLD announcing such intention, and the League wheelmen of the country can do nothing about it except in general convention. If the local wheelmen, wherever the officers' meeting is held, desire to make any changes for their sectional benefit, or to meet any case in which they are personally interested, even though detrimental to the interests or against the wishes of all others, it is, under the rule, the easiest thing in the world to do; and we are ashamed to say that not even the wheelmen of Massachusetts are unselfish enough to not take advantage of it. The power to change the rules would not be so dangerous in the hands of the board of officers, if each officer had the privilege of voting by mail on each proposed amendment, as then each section might have at least one voice in its disposition; but it is optional with the mere majority of the quorum of eight, whether a question is so submitted or not.

It is not necessary, however, that the board of officers should have anything to do with amendments to the constitution and rules (in this case the two are synonymous), except by way of recommendations. The least part in the way of amendments or additions should be submitted to the entire League membership, either by mail or in the general convention, after due notice. Neither the national nor the State Legislatures have the power to amend so important an instrument as their constitution, but all propositions must be acted upon by the whole people before they can become laws; and so it should be with ours.

IN the October *Wheelman* appeared an article "The Tariff Question," in which the writer combines a special plea in behalf of the Pope Manufacturing Company with a speciously worded but unjust and unnecessary attack on the petition of wheelmen for a reduction of the tariff on imported bicycles and tricycles. Apparently deeply grieved at the hasty and "ill-advised" manner of its "construction" and "presentation," after referring to the large number of wheelmen in the country, and the need of concerted action to bring the good end to pass, the writer with masterly guilelessness asks, "Would it not be wiser to co-operate with one who has asked what all desire, rather than to prejudice what has already been done by seeking to discredit the doer?" But why did not our pleader for "fair trade" let the wheelmen of the country know that he was going to ask this reduction, and request their co-operation? Surely, with the thousands

of wheelmen at his back to indorse his plea, his arguments would have been strengthened rather than weakened. And why, since the wheelmen (unaware of his generous private action in their (?) behalf, but understanding instead that he was asking an increase of the tariff) have sent a petition, asking the same thing which Col Pope desires, does his legal adviser endeavor to prejudice their action by seeking to discredit the framers of the petition? Every sensible wheelman outside the trade is in favor of a reduction of the duty on steel and on bicycles, both, and cares little how or by whom it is obtained, and would gladly have cooperated with Col. Pope for that object.

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.]

STAR WHEEL CLUB.—A wheel club was formed in East Rochester, N. H., 16 October, with the following organization: President, Frank B. Parshley; captain, Elbridge H. Corson; secretary and treasurer, George L. Hayes.

WANDERERS' BICYCLE CLUB.—At a meeting of wheelmen in Toronto, Ont., 19 October, a club was formed under the above title, with an active membership of sixteen, and the following organization: President, Lieut.-Col. Otter; vice-president, P. D. Ross; secretary, G. H. Orr; committee, Messrs. Robinson, Cooper, Duff, and Fitzgerald. The club starts under excellent prospects, and expects to become one of the leading clubs in this province. G.

COHANNET WHEEL CLUB.—At a meeting of the wheelmen of Taunton, interested in forming a club, thirteen persons signed the membership roll and elected the following officers: President, George E. Whitehead; secretary, William H. Pendleton; treasurer, Edward Brown; captain, John M. Hardy; lieutenant, Harrison O. Baker. The association will be known as the Cohannet Wheelmen's Club.

W. H. PENDLETON, Sec.

RACES

BOSTON, 20 OCTOBER.—THE L. A. W. FALL RACE MEETING.—There were about one hundred spectators at the race meeting of the League of American Wheelmen, last Friday afternoon, at Beacon Park. The races had been announced for three o'clock, but incomplete previous arrangements and the protracted morning session of the League officers combined to delay matters, and the first race—the one-mile championship—was not called until past four o'clock. For this race there were but three entries, namely, Lewis T. Frye of Marlboro', Mass., the holder of the medal and title, George M. Hendee of Springfield, Mass.,

and V. C. Place of Greenville, Pa. The men all looked and were in prime condition, and took their places in the following order: Frye at pole, Hendee second, Place third. At the sound of the pistol all got off in good form. Frye taking the lead, and working in his usual fine way, his intention evidently being to keep the lead and force the pace for the others. These, however, showed their ability to take his pace and followed him in close order during the first lap, and on the second Hendee let himself out, and made a pace for himself which Frye, despite a most gallant struggle, was unable to equal, and had to fall to second position, and the third quarter was entered in the following order: Hendee, Frye, Place. But the champion seemed determined to regain the front, and pushed his pedals splendidly for a good space, entering the last quarter well up with Hendee, with Place third by several rods. The Springfield man, however, did not seem satisfied with merely leading, and showed that his fine spurt had not by any means winded him, for he now began to draw away very perceptibly, and had got such a long and increasing lead at the half-turn that both Frye and Place succumbed to the inevitable, and slackening paces, rode home at ease, while Hendee came flying down the home stretch at a tearing gait and passed the line in 2m. 57½s. It should be stated, however, that in accordance with recent private measurements, which made the course some ten yards longer than one fourth of a mile, the men were started forty yards in advance of the scratch. The time, therefore, will not stand as a record until the track has been surveyed, and its measurement certified to by a professional surveyor, which we understand will be done immediately.

The next and final event was a five-mile amateur open race for two silver cups, first and second prizes, respectively, offered by the BICYCLING WORLD. Messrs. Frye, Hendee, Place, J. W. Wattles of Canton, and John Tacy of Lawrence were entered for this, but Frye and Hendee withdrew. The start in this was made from scratch on the old basis of measurement, and the three men went away in good shape, Place taking the lead, Tacy second, and Wattles last, and this order was maintained throughout; and the only feature of the contest which saved it from being monotonous was the excellent and unexpected style and pace of Tacy, who was a new man to racing in this section, and also hitherto unrecorded, but he held his own finely in Place's rear, and finished only a few seconds behind. Place's time was 17m. 39s.; Tacy's, 17m. 45½s.; Wattles's, 19m. 20s. The track was in fair condition, but the wind was quite strong, considering which the time was better than was expected. The officials were: Referee, Charles E. Pratt of Boston; judges, Fred S. Pratt of Worcester, Charles A. Hazlett of Portsmouth, N. H., Dr. A. G. Coleman of Canandaigua, N. Y.;

timers, J. S. Dean, Edward W. Pope, Louis Harrison; scorer, William E. Gilman; starter, Frank W. Watson.

SUMMARY: One-mile L. A. W. championship—G. M. Hendee, Springfield, Mass., 1; L. T. Frye, Marlboro', Mass., 2; V. C. Place, Greenville, Pa., 3; time, 2m. 57½s.

Five miles, amateur, open—V. C. Place, Greenville, Pa., 1; times—one mile, 3m. 24s.; three miles, 10m. 29s.; four miles, 14m. 13½s.; five miles, 17m. 39s. John Tacy, Lawrence, Mass., 2; times—one mile, 3m. 28s.; three miles, 10m. 29½s.; four miles, 14m. 13½s.; five miles, 17m. 45½s. J. W. Wattles, 3; time—five miles, 19m. 20s.

GREAT BEND, PA., 5 OCTOBER.—The Binghamton Bicycle Club wheeled to Great Bend, Pa., a distance of twenty miles, to attend a mile race, the best two out of three heats. C. E. Titchener riding a 58-inch wheel, E. E. Kattell a 60-inch, and Andrew Crandall a 54-inch, entered for the race. On the first heat Titchener was leading at the quarter pole, Kattell closely following, and Crandall last; but before the half-mile was reached, Crandall passed Kattell, who dropped to the rear. When Titchener reached the home stretch, Crandall was way behind, but by a brave spurt passed the wire only half a wheel behind Titchener. Time, 3m 31½s. Crandall's pedal broke after he had passed the wire, giving him a severe header. On the second heat, Crandall being too much bruised to run, A. W. Clark took his place. On the start Titchener took the lead, Clark lapping his wheel, Kattell last; these positions were unchanged until rounding the turn into the home stretch, when Clark spurted by Titchener, leading until about ten feet of the wire, when Titchener passed him, winning by quarter of a wheel. It was evident that Clark could have won had he wished to, as he rode down the home stretch with one hand. Time on last heat, 3m. 19½s. The prizes were an ivory-handled silk umbrella, a hub lamp, and an Acme stand.

IN BRIEF.—Emporia, Kan., 29 September, one mile, best three in five; J. W. Murphy took three straight heats, fastest being 3m. 59s.; W. and C. Severy, second and third respectively.... New Haven, 5 October, at Hamilton Park. One-mile championship of New Haven, gold medal best two in three; H. Clark, two straight heats; times, 3m. 14½s. and 3m. 20s.; L. B. Hamilton second. Ride and run, half-mile, silver medal, G. M. Hendee of Springfield, 2m. 9½s. One-mile, boys' race, silver medal, J. H. Flock, New Haven, 3m. 29s. Slow race, 200 feet, G. M. Hendee, silver medal. Five-mile, gold and silver medals, G. M. Hendee, 18m. 9½s.; J. F. Ives of Meriden, second. Half-mile without hands, G. M. Hendee, 1m. 54½s.; J. D. Canary, second, 1m. 55s.... Newark, Ohio, 5 October, two miles, G. Davidson, 7m. 7½s. ... Newport, R. I., 13 October, half-mile, two-mile and a one-mile race, Fred Binford, Edward Buffum, and C. S. Plummer, winners, respectively. ... Toronto, Ont., 14 October, Lacrosse Club bicycle race, two-mile, P. Doolittle of Aylmer, Ont., 8m. 51s.... Philadelphia,

Pa., Olympic Athletic Club games, bicycle race, three-mile, A. G. Powell, 10m. 12½s. . . . South Bethlehem, Pa., 14 October, Lehigh University Athletic Association games, two-mile bicycle race, P. D. Millholland, '86, 7m. 47½s. . . . Montreal, 14 October, Bank Athletic Association games, two-mile bicycle handicap, W. G. Ross, Montreal Bicycle Club. . . . North Adams, Mass., Williams College sports, half-mile bicycle race, Ames, '85, 1m. 40½s. . . . New Haven, Conn., Yale Athletic games, two-mile bicycle race, Hamilton, '86, 7m. 25½s. New York, 21 October, Columbia College Athletic sports, two-mile bicycle race, R. C. Kemp, 6m. 33½s.; G. M. Gray second.

THE second race for the English 20-mile professional championship was run on the Belgrave road ground, Leicester, 7 October, the competitors being J. Kean, London, R. Howell, Coventry, F. Wood, Leicester, R. James, Birmingham, C. R. Garrard, Coventry, B. Keen, London, F. Lees, Sheffield, and Warwick, Birmingham. The race was splendidly contested, J. Kean, James, Wood, Garrard, Lees, B. Keen, and Howell leading at various times, and was finally won by Howell in 2m. 55s., which beat the professional record made by Wood in July.

W. M. WOODSIDE won the fifty-mile bicycle championship of Ireland, 7 October, at Phoenix Park, Dublin. Time, 4h. 14m. 20s. Raining, and track bad in consequence.

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:—Well, this week there is in very truth a dearth of news, except that which I can give you in regard to the rain which we have, by way of a change, had all through it. It commenced bright and early to rain on Monday morning, and kept it up with little variation until this Saturday, when it partially cleared and has left us Sunday to enjoy; and we have taken it out of Sunday. The only event of the week that had much bearing on us New-Yorkers was the news of Pitman's admittance to the League, which, though not conveyed in exactly an official way, came from certain information. We rejoice with you, old boy: after many years the victory has come. That you deserve it, few here doubt; that you have well earned it, we all know; and that you will not (as some of its members seemed to fear) bring odium upon its ranks is the unanimous vote of all your friends who know your genial character of old. Clear in the banner of Ixion shines the Lone Star, and now new lustre is added to its beams, set in the black

and silver. We shake with you, "London W.," and echo your cordial sentiment to "Still shine on, Brother Pit." Congratulations are pouring in upon him from all sides; but I hope that mine, though one of the last to arrive, may not prove the least acceptable.

I note with pleasure young Hamilton's victory at Yale, and hope he will be able to put in an appearance at Philadelphia. It was too bad that he was jilted at Springfield. Place, too, we hope to see at Philadelphia. He will surely not be content, after beating the Boston men on their own ground in the five-mile, to lose the chance of doing the same thing by the riders of Quakerdom. And by the way, speaking of the Philadelphia races, the finest machine, without any doubt, will roll from New York. It will be ridden by Mr. Schuyler (of Schuyler & Duane). It has ivory handles, with gold-plated handle bar and brake, the rest of the machine being painted a deep brown striped with gold; look out for it!

The Columbia College games on Saturday afternoon were hardly a success from any point of view, the most of the athletic events being mere walk-overs; the bicycle race, a two-mile handicap, was won by R. C. Kemp in 6m. 33½s., G. M. Gray coming in second. They each of them had four hundred yards on the scratch man, Frank D. Howard of the Ixion Bicycle Club,—that is to say, they had about two laps handicap in sixteen laps, the track being eight to the mile. This seems to me something fearful to give on any man, to say nothing of one who had no record for two miles. The affair was if possible rendered a little more ridiculous by Mr. L. E. Myers, the runner, protesting Mr. Howard; no reasons of any account being advanced, except that it was that powerful star in the athletic firmament's will and pleasure so to do. But of course the king can do no wrong. I notice that *Puck* is one of the first to accept the bicycle as the coming steed, for in one of its latest cartoons—the one, I think, on the tunnel disaster—instead of mounting Death on the traditionary pale steed, it places him on a bicycle of wondrous construction and girth. I think it more appropriate, even if it does contain a covert fling at us.

Till we meet in Fairmount Park.

CHIC.

NEW YORK, 22 October, 1882.

Chicago.

Editor Bicycling World:—With the perfecting of Stony Island avenue, stretching south from city limits to South Chicago, a distance from the centre of the city of thirteen miles, a splendid bicycle run is opened up to bicyclers. From South Chicago a fine road branches off to the west and south, leading around through woods and along the bank of Lake Calumet, three miles, to Pullman, the Magic City of palaces, built in one year. Pullman is perhaps one of the

most wonderful places to be found, in that it is the very essence of the most expensive and refined civilization in the way of costly public and private buildings, built in the midst of a howling wilderness of flat prairie in a period so short as to make it worthy its name of the "Magic City." It is a city of the most metropolitan style, built entirely of pressed brick and cut stone, with solid blocks of houses the architecture of which, although different in almost every building, still follows out one plan or scheme of general design,—that of the Renaissance. Streets broad, and of the finest macadam, with stone gutters, and wide squares laid off with fine gravel walks, grass of the most cultivated velvet green, and flowers such as only the most skilful park gardening can produce. This magnificent triumph of high art in city building contains the great works of the Pullman Palace Car Company, built of the finest pressed brick and cut stone, and run by the monster Corliss engine exhibited at the Centennial, enclosed in a splendid plate-glass engine house. A hotel than which there is not a finer in the country, the "Florence," built and run upon the most extensive and elaborate plan, will receive and entertain the bicyclist visitor at reduced rates, thanks to the Chicago wheelmen who have "appointed" it a League hotel. Pullman has a rowing and athletic association, with a capital of \$10,000, whose grounds consist of a little island in Lake Calumet, at the foot of the principal street. Upon this island they have built a cinder track of six laps to the mile, a splendid grand stand and boat-houses, with a fine sodded field in the centre of the track, the banks of the little island being finely sloped and sodded. Chicago wheelmen are highly elated over this prospect for future races on a track where good records will be the rule and not the exception. The opening of this track will occur on the 21st inst., when the Chicago Bicycle Club will contest for the prizes offered—gold and silver medals—with five other wheelmen. A new boulevard is in process of completion, which will be finished in the course of a year, and will connect Pullman with the South Park system. This will give our wheelmen a delightful spin of fourteen miles over a sandpapered surface, level as a floor. Should the wind be strong from the south, the trip can be made out in the cars, and the return on wheel before the gale, or *vice versa* if from the north. This has been done lately, and makes a bicycle ride of the most extremely delightful character.

Mr. C. C. Philbrick has just received his 61-inch Harvard, and lost no time in discovering that he could not ride it with any comfort. He has consequently bought Capt. Miller's 57-inch D. H. F. Premier, and finds a good fit. He expresses his intention of keeping the Harvard for "parade purposes." We hear of an American traveling in England, who, observing the small machines ridden there by bicyclers generally, asked why it was, and was ad-

vised that they sent all the 60s over to America.... The *Wheelman* is at hand, and is received very kindly. Its make-up is very fine,—unexpectedly so. One cannot help offering a friendly criticism, however, in the matter of the bicyclers on the title-page. Their attitude seems altogether too pronounced. Their arms, which appear bigger than their legs, are in a very uncomfortable position, and we have failed to find a wheelman yet who rests his thumbs on the handle bar in the style illustrated. We would suggest a little more development of the lower limbs, even if the exuberant mustaches have to be curtailed for the purpose. Several Milwaukee wheelmen visited the Aerial Club on the 14th inst., and with the Chicago, Owl, and Hermes Clubs, forty-five strong, made a tour of the boulevards. They were entertained by the Aerials at a banquet in the evening. During the procession in Drexel Boulevard, a lady and a child in a buggy were upset through the lady becoming alarmed and pulling her horse up against the sloping banks of the roadway. No serious damage done. It may be that it is not a good idea for bicyclers to appear in too large numbers on drives without the escort of police or patrolling wheelmen. While in this case it was more the driver that was frightened than the horse, yet misunderstandings are apt to arise between the bicyclers and timid lady drivers that ought to be calculated for and guarded against to insure the protection of bicyclers from unjust construction of the cause of the accident and the safety of the latter.

STENO.

Telzah Says

A good many excellent things, and makes the most out of our poor and barren State of New Hampshire, and we are all proud of him as a chief consul; but of all the good things from Telzah's pen, nothing exceeds his remarks upon the action of the *Æolus Club* of Worcester. There is sufficient vim and life displayed in opposition to the L. A. W. to render it one of the most active and prosperous organizations of the country, could these guns but be reversed. Come, brother wheelmen, leaguemen, let us join hands and work in harmony. NASHOONON.

NASHUA, N. H., 23 October, 1882.

Buffalo.

At a regular meeting of this club on Wednesday evening, 11 October, nothing of great importance came up. The regular business was transacted as usual, with a little debate on club uniform, which was tabled for one month. Report of the tournament committee was received and placed on file, showing a balance in our favor.

The tournament is voted a success. We had a beautiful day, good track, fine crowd, and enough visiting wheelmen to make it pleasant. The Rochester Club turned out a goodly number, as also did the Dunkirk boys, and the "Rochester eight"

received hearty applause for their fine drilling. In fact, it was something our people had never seen before; and if they will come this way again, we can promise them a large audience. There were also several wheelmen from surrounding towns. Dr. Coleman makes a splendid judge, and I hope to see him in the stand again next year. I also noticed Dr. Blackham of Dunkirk and Miss Lotta among the visitors.

Capt. Sholes and Mr. Forward of the Cleveland Bicycle Club made us a call some time since, having ridden from Cleveland to Buffalo. We enjoyed their visit much, and hope they will come this way again. The menu card of their annual dinner, 3 October, was both artistic and original. Which makes the best pie, Friend Sholes, full-nickelled red Para rubber crust, or Hancock's patent non-slipping?

Sunday morning is a favorite time for riding in the Park among our club members, thirty wheelmen making a fine show last Sunday. In the afternoon our captain, while taking a spin, was thrown quite violently, and now is carrying his arm *à la* swing. The captain had called a club run for 17 October, but on account of his accident has postponed it one week.

I wish to say something to some one in regard to the L. A. W., and guess now is a good time and place. I think we should form a State branch, and then, perhaps, some interest will be taken in it. The riders, or some of them about here, say that they cannot see any good in belonging to the League, and I must admit that they have good reason for saying so. I am only a member, and cannot very well do more than talk, but I can talk. I think our representative at this end of the State can be braced up to do something, if a start is made. We are in the same office, and if necessary I can give him a stirring up at any time. Our State ought not to be left behind in this movement, and I say, Wake up, Mr. Chief Consul, and let us hear your bark! Chief consul Pratt of Massachusetts is a good criterion. Who is our chief consul? Why don't he follow suit? If he wants any help at this end of the State, I'm sure Dr. Coleman of Canandaigua is awake, and I'm also sure he can find a coadjutor in Buffalo. Dr. Blackham of Dunkirk is an enthusiastic wheeler, and can be counted on also. Perhaps I have said more than becomes an unofficial member, but I want to see something done.

C. K. ALLEY, *Cor. Sec.*

The American Star.

At the recent industrial exposition in Cincinnati there was a very fair exhibit of bicycles, both English and American, several of the latter being Stars of different sizes and styles of finish. The crank machines, of course, made a good appearance, but they were merely placed upon pedals and labelled, and had no exhibition of their qualities; while the gentle-

man in charge of the Star attracted attention to his exhibit by riding it to show of what it was capable. Among other feats he would cut the figure 8 in nearly all possible forms, and would close his performance by riding with apparent ease and perfect safety over a piece of joist or plank six or eight inches square without being dismounted. These features impressed the judges, and the machine received the highest medal and first premium.

AN EXHIBITOR.

About the Start.

Editor Bicycling World:—I would like some kindly disposed brother to enlighten my uneducated Western mind with a good reason why League races should be run from a stand. I have never heard a reason given, and do not see why it is not just as sensible to come to a stand at the finish as at the start. What is the object of a fast race anyhow? Is it not to see how quickly a given distance can be covered, rather than how quickly a start can be made?

There are several reasons which seem to me good and sufficient why a standing start should not be used. In the first place, it is unfair: a man with a small or a light wheel can gain twenty-five yards at the start, by his advantage in leverage or weight. I have repeatedly bent my pedal pins in trying to get started, and cannot possibly get up speed inside of half a dozen turns.

Again, it is liable to cause accidents when three or four start together, for there is always more or less tendency to wobble in starting from a stand. In the twenty-mile race at Louisville, last spring, where I had the honor to get beaten, three men ran into each other at the start, and piled up on the floor, while subscriber got out more by good luck than good shooting.

Then it makes the time compare unfavorably with trotting time: why should a horse have the advantage of a bicycle in making records?

Hoping that some one will take pity on my ignorance, I am

JUMBO.

ST. LOUIS, 16 October, 1882.

The 'Xtraordinary Challenge.

The author of "Safety Bicycles," in the *BICYCLING WORLD* of the 13th inst., admits that he has never tried the 'Xtraordinary Challenge, and says that he must therefore be careful in criticising it. His fairness of intention is quite evident; but it seems to me that no testimony should be accepted as valuable in regard to the performance of a peculiar machine, except as it comes from one personally experienced in its use, or from one who has collected the testimony of others who do know whereof they speak or write.

Having ridden the 'Xtra, and associated with many, perhaps twenty, riders who use it, I venture to give some information about it. This machine can be ridden, after a fashion, by any average bicy-

cle rider; but it is a rather difficult mount for a tyro, and requires a special training before one can ride it well. The vertical action of the leg, which is one of its features, is very effective and desirable, but time is required to acquire it. I think an average rider should do as much as one or two hundred miles on it before attempting to judge of its value for road work. On the road I find that, with riders of equal experience and ability, the 'Xtra will make fully as straight a track as the other machine, and if there is a difference it is in favor of the safety. The latter, for a beginner, is more erratic in steering, *but it is easier to steer* than the former; and when a rider learns it, the wobble disappears as much as from any bicycle. Any machine at high speed wobbles if the rider is unaccustomed to such speed, but I can show Mr. Wilcox riders of the 'Xtra who will steer as straight a course at any gait as any riders on other bicycles. The 'Xtra is nothing like so hard on the hands or exhausting to the arms as other machines, the American Star alone excepted.

In further proof of this, the rider who learns to ride the 'Xtra "hands off" finds it no more difficult than with any other machine. One fact is worth a thousand arguments or surmises. A gentleman of my acquaintance rode an 'Xtra, not long since, thirteen miles in sixty-five minutes. About nine miles of this was ridden *without the rider touching the handles*, except for a few seconds on one occasion, when turning a sharp corner. During the nine miles he descended a hill 1,100 feet long, with an average grade of five feet per hundred, and crossed about fifteen car tracks. Surely a machine must steer well to make such a performance possible.

I know many riders of experience who share my opinion in regard to the steering of the 'Xtra.

The charge of poor construction can be extended to nearly all bicycles at times. Some rather startling figures can be given in regard to some of our most popular ones. The first 'Xtras imported were defective in the centres, hubs, and spokes. Now the spindle and its bearings are thoroughly hardened, and wear nearly as well as those of any machine made, *if properly cared for, and not allowed to run too loose*. The addition of a dust cap to the head has done a great deal to prevent destructive wear of the centres. The hubs and spokes are now well made, and I think the front wheel is subject to less wear than on the ordinary bicycle. The reason for this is apparent: this wheel carries less weight, and does not have to raise the rider so much in passing over obstacles. The extra size of the rear wheel causes it to bridge small depressions and ride over obstacles more easily than a smaller wheel, and a pretty extensive comparison shows me that the rear wheel of the 'Xtra lasts about as long and wears about as well as the rear wheel of any machine.

Mr. Wilcox remarks that the 'Xtra

makes no well-founded and direct claim to either especial power or speed. On the contrary, all riders I have known claim great speed, at least *for road work*, and great hill-climbing power; and its records on the path are of high standard from one mile to one hundred miles.

I have ridden one 'Xtra probably more than 2,000 miles within the last twelve months alone, and shall probably make, during this month of October, as much as seven hundred miles more on a 54 inch 'Xtra. I have been the possessor of three 'Xtras and of eight or ten ordinary machines, and have ridden all sizes of the latter up to a 56-inch, and have had more experience with it than with the 'Xtra. This experience has been marked in favor of the 'Xtra for speed *on the road*, and up and down hill. I rode a 50-inch this summer twenty-seven miles in just three hours, over a hilly and stony road. My companion, a good man and well mounted on an ordinary, could not run hills as rapidly as I could, and yet I consider him my superior as a rider. The difference was in the machines. My companion in one trip this summer is one of the veteran riders of the United States; I know of none better. He is thoroughly expert with both styles of bicycle, and says decidedly that he can climb hills with the 'Xtra which he cannot mount with the other machine. This is my own experience. Nothing can upset such testimony except truthful testimony of contrary experience coming from riders who really know both machines.

On the level the 'Xtra is probably a little, a very little, slower than the ordinary, but it is quicker on rough ground; I believe it is quicker up-hill, and I know it is safer to run fast down-hill.

Mr. Wilcox dwells lightly upon the advantages possessed by the 'Xtra, — so lightly that I am led to believe he does not fully realize their importance. City riders may not value an easy mount and dismount, but a tired traveller in the afternoon knows what a grand point of superiority resides in the 'Xtra in this respect.

Possibly twenty per cent, or say only ten per cent, of a rider's strength is exhausted, on a journey, in back-peddalling on the ordinary. The great brake power of the 'Xtra does away with this unavoidable loss. Back-peddalling is a necessary accomplishment for all riders, but on a journey the brake should be used as much as possible to save the rider's strength.

The strain on the hands and arms on the ordinary machine causes a large percentage of the exhaustion of a journey, but the pedals on the 'Xtra are relatively farther back by about three inches, and this gives the rider more effective weight for propulsion, with much less strain on the arms. This is an advantage which cannot be overestimated.

But over and above all, the element of safety is the grand feature of the 'Xtra. It makes night riding an unalloyed pleasure. It enables many men to ride who

could never be induced to take the risks of the ordinary, and it also enables one to ride down steep descents and across broken grounds where the ordinary machine must be pushed by hand.

I have known many good riders to abandon their ordinary machines permanently for the 'Xtra. I have known a few beginners with the 'Xtra to give it up for its rival, but I have never known or heard of a single case wherein a really experienced rider of the 'Xtra gave it up for any other style of bicycle.

This may be called a eulogy; but I ask anyone who wishes to criticise this article in fairness, and for the sake of bicycling and the truth, to reply to the statements of fact and experience herein contained, if he can. I repeat that facts are worth more than arguments or theories, and I can, if necessary, furnish ample testimony from experienced riders as to the many advantages of the 'Xtra. SAFETY.

P. S. There is no force in the statement that the inventor once made an immense 'Xtraordinary, and never made another. The same kind of testimony applies to ordinary machines. The Aerial Works once turned out a seven-foot wheel which was a failure, and could not be run up to the speed a friend of mine gets on a 48-inch 'Xtra. The famous monster bicycle of Coventry is a useless toy, and Mr. Albin's big circus wheel is simply the laughing-stock of bicyclers. S.

The Ring.

(For the Bicycling World.)

LONG cycles since, so chroniclers relate,
(Scratching, the while, with inky quill, a pate
Smooth-shaven,) down stepped to the roaring sea
A sleepless king.

With troubled mien he cast far in the deep
An amulet, and watched, as with a leap,
The mad waves sprang and grasped with savage glee.
The royal ring.

And history relates how in amaze
A fisherman found glittering in the rays
Of morning glory — all bedewed with slime —
The wondrous gem.

So, king and humble fisherman in one,
The doubting tyro feels his life is done,
As o'er his prostrate form wild cycles climb
In rampant strife.

But lo! persisting, swift the crown of health
Dazzles his unaccustomed eyes with wealth
Of joy perennial, — the diadem
Of new-born life!

J. PARK STREET.

L. A. W. Officers' Fall Meeting.

LAST Friday, at 10.30 A. M., the board of officers of the League of American Wheelmen assembled at the Hotel Vendome, Boston, to hold its annual fall session. We shall give this week but a brief synopsis of the business done; and next week, or as soon as the copy is furnished, we shall print from the stenographer's notes the report in full. Those present comprised President W. H. Miller of Columbus, Ohio; Vice-President A. W. Parsons of Cambridgeport; Chief

Consuls S. A. Marsden of New Haven, Conn., C. H. Lamson of Portland, Me., Fred S. Pratt of Worcester, C. A. Hazlett of Portsmouth, N. H.; Representatives George H. Day of Hartford, Conn., E. K. Hill of Worcester, F. N. Carpenter of Boston, C. P. Shillaber of Boston, C. L. Clark of Newton, M. D. Currier of Lawrence, Frank S. Winship of Lynn, A. J. Philbrick of Salem, E. M. Gilman of Nashua, N. H., Dr. A. G. Coleman of Canandaigua, N. Y., and Treasurer W. V. Gilman of Nashua, N. H. The notices had been issued quite late, and this, combined with the distances to be traversed by many of the chief consuls, occasioned the slim attendance. A large number of tie votes in the recent election by mail voting, and several resignations since, had occasioned many vacancies, and the greater part of the meeting in the morning was taken up in filling these, the following being the elections made: L. M. Beebe, Jr., of Charlestown, to be chief consul of South Carolina; Philip T. Dodge of Massachusetts to be chief consul for the District of Columbia; Harry Bates of Indianapolis for Indiana; Horace Beddo of Louisville for Kentucky; A. G. Carpenter of Providence for Rhode Island. The following representatives were elected: C. Waterhouse of San Francisco, C. E. Hawley of Washington, H. G. Rouse of Peoria, Ill., H. W. Williams of Boston, C. K. Ferry of Springfield, J. A. Cross of Providence, C. W. McLean of Louisville. The treasurer, W. V. Gilman of Nashua, N. H., submitted a report of the financial business of the League for the six months ending 20 October, 1882, which showed the total receipts to be \$1,717.88; total expenditures, \$748.93; balance in the treasury, \$973.95. Five hundred and thirty-eight members have been added, and eight hundred and seventy members have paid their dues, making a total of fourteen hundred and eight who are active members, according to the treasury record.

Little other important business was transacted in the forenoon, and the board adjourned until evening to attend the races at Beacon Park. On reassembling in the evening the proposed amendments to the rules were taken up, and the following adopted: To No. 17 of the racing rules, "The track shall be measured on a line drawn three from the pole." Of general rule 25 the words "taught or" were, after considerable debate, stricken out. Of rule 26, all after the first two lines were stricken out. Amendments were also made to rule 8, in relation to duties of representatives, and to rule 21, in regard to the method of balloting by mail. The following members were elected a racing board of the League: S. A. Marsden of New Haven, L. H. Johnson of Orange, N. J., George D. Gideon of Philadelphia, George H. Strong of Oakland, Cal., J. S. Dean of Boston, and Burley B. Ayers of Chicago.

Mr. Will R. Pitman's case was taken up, he having renewed his application

for membership; and, after a brief debate, he was admitted. The president was authorized to appoint a committee of three to confer with the railroad companies of the country with a view to obtaining free transportation of passengers' bicycles. It was voted that copies of the names of applicants for membership be sent to the *Wheel* for publication. A considerable portion of the evening was devoted to a consideration of ways and means, and the meeting did not adjourn until about 1 o'clock Saturday morning.

CURRENT CALAMO

THE Bostons and Providences have been having a fine time this week in the hilariously fraternizing vein.

SECRETARY TOLMAN, of the Worcesters, has returned from his trip to Washington and tour through Virginia, having had a fine time.

WE have Dr. A. G. Coleman's narrative of his and the Rochester wheelmen's recent trip to Kansas and Colorado, and shall publish it in the *WORLD* at an early day.

ABOUT ten wheelmen visit Philadelphia this week from this vicinity, among them Papa Weston, the Popes, and Capt. F. W. Whiting of the Chelsea Bicycle Club, who will represent the *WORLD* at the wheelmen's meet.

A GRAND six-days' professional championship of America bicycle race is being projected in New York, and all who desire to participate may learn particulars by addressing F. A. Stenier of *Turf, Field, and Farm*, Church row, New York.

THE Star Wheel Club of East Rochester, N. H., all mounted on American Stars, intend a run to Boston and vicinity, starting 30 October. That will give the machine a pretty good test, for they will have some "cuss" roads to get over before reaching sandpaper.

PRESIDENT T SEDGWICK STEELE of the Connecticut Bicycle Club, Hartford, has just presented his club with a handsome flag. It is of dark-green silk, two and a half feet long, and has the name of the club lettered upon it in gold. The banner is richly and tastefully mounted, and is to be used on all club parades.

MEMBERSHIP in the L. A. W. is no longer a guaranty of amateurship to the Bicycle Touring Club, the Bicycle Union, nor the National Association of Amateur Athletes of America, and League members wishing to compete in events under the auspices of those associations must produce other credentials of eligibility.

IF the Massachusetts Division, L. A. W., impose any assessment, either voluntary or involuntary, upon membership, it will kill itself very dead. Too many things already draw the shekels from bicyclers' pockets. If the League of American Wheelmen cost nothing to join and levied no assessment, we would know

in six months' time just how many bicycle riders there are in the country. because every man who had a bicycle would join.

THE Pope Manufacturing Company scored another point last Friday evening, when they made use of their club to remove professional disabilities from their riding teachers. Capt. Shillaber has a level head, and showed the courage of his convictions when he put his voice on record against the abuse of a power backed by such powerful odds.

AT the regular meeting of the Kings County Wheelmen, 19 October, it was voted to make a run election day to Orange and return, and that Brooklyn, New York, and New Jersey clubs be invited to participate. A pleasant episode of the evening was the presentation to G. W. Brown, the anti-monopolist member, of a neatly arranged basket of soup trimmings, to which he responded in an appropriate speech.

C. L. CLARK, of the Boston and Newton Bicycle Clubs, was the only member of the board of officers who voted against changing the amateur rule at the meeting last Friday, and only he and Capt. C. P. Shillaber of the Massachusetts Club opposed it in debate; Representatives Carpenter of the Boston Crescent, and Winship of Lynn, were not present in the evening, but they would have voted against the change.

THE TREMONTS TO THE FRONT!—ONE HUNDRED AND FIFTY-FOUR MILES IN 20³/₄h.—Messrs. C. J. Holland and W. L. Jackson, of Medford, members of the Tremont Bicycle Club of Boston, made a run of one hundred and fifty-four miles Oct. 22. The start was made from Medford Centre at 12.18 A. M., and the finish at 11.49 P. M. The route was to South Framingham *via* Cambridge, Chestnut Hill, Newton Lower Falls, Wellesley, and Natick, returning by same road; then to Gloucester, *via* Malden, Saugus, Lynn, Salem, and Beverly, returning to Medford by same road, and again to South Framingham, and return to Medford as before, making a total distance of one hundred and fifty-four miles. Running time, 20h. 30m.; time used for meals and rest, 3h. 1m. The above is the longest run made in one day by any bicycle club in America.

NOTES, QUERIES, ETC.

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

To Correspondents.

C. E., Minneapolis, Minn.—1. Not necessarily. 2. It is largely a matter of preference. We think their merits are about equal.

C. H. W., Manchester, N. H.—Thank you. Do so some more.

F. W. S., Barre, Vt.—You have probably received the book by this time, eh?

C. K. A., Buffalo, N. Y.—Have attended to the matter.

H. C. D., New York.—It is a good thing. You will make no mistake in having your machine finished that way.

C. E. T., Binghamton, N. Y.—The Yale Roadster, or the British Challenge.

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, consuls, 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. L. A. W.

DUNKIRK BR. CLUB.—Additional: P. C. Hamilton, Henry Heyl,—both of Dunkirk, N. Y.

NASHUA WHEEL CLUB.—Additional: Frank B. McKean, Concord street; Thomas E. McAfee, 142 Bowers street,—both of Nashua, N. H.

CORTLANDT WHEELMEN.—Additional: Howard N. Simpson, Peekskill, N. Y.; Samuel Wessells, Peekskill, N. Y.; Henry Tate, Verplanck's Point, N. Y.

UNATTACHED.—Fred. Blamwell, Cambridge street, Old St. Pancras road, London, N. E.

Additional Consuls for Massachusetts.

The following consuls have been appointed in Massachusetts since last reported: O. W. Whitmore, Arlington; Arthur L. Whiton, Hingham; Frederick E. Smith, Ipswich; Wil is Farrington, Lowell; Lewis T. Frye, Marlboro'; Adams D. Claffin, Newtonville; L. L. Atwood, Pittsfield; Chas. H. Patch, Wakefield; Edw. T. Ide, Waltham; Edw. C. Bates, Westboro'.

FRED. S. PRATT,
Chief Consul Mass.

21 OCTOBER, 1882.

Cycling Mems.

THE fall meeting has passed into history. The officers have heard our *Cead Mille Faidhe*, have eaten and drunken with us, have wound up the machine to run another six months, have tasted our treadle cup, and wheeled away.

It was a most goodlie companie, though but eighteen out of the full board of sixty-five responded to the roll-call, and fifteen of these were from New England.

PRESIDENT MILLER was with us, bringing good news from the State where presidents are born now, and where they vote out of office the officials who veto the Sunday tonics.

HANDSOME COMMANDER MARSDEN showed his big manly form in the meeting, and made us little fellows green with envy that Nature should have been so liberal with him and so niggardly with us.

AND the Canandaiguan doctor was there. It was worth a good deal to hear his jolly laugh, and "London W." thought he could well afford to have a toothache if only to have a call from such a genial fellow.

THEN there was a small host of royal good fellows whom it did one good to meet: Hazlett, the Gilmans, Fred Pratt, Currier, Winship, Hill, Day, and Lamson. In such a company who could fail to be of good cheer?

IT ill becomes one of the faithful, of whom "London W." is decidedly which, to criticize the doings of the officers, and I do not intend to.

AND yet I could not fail to see where a person afflicted with *cacoethes carpendi* might find material to work upon.

SUCH a one might say, for instance, that the League is a cumbersome affair that no one knows just how to manage, and that it may one day be run in the interest of a few to the great detriment of the many. Pshaw, man! you are a carping critic.

SUCH a one might say that the full board of officers consists of sixty-five persons, and yet they cannot hope to get a meeting where a score can attend; and if of these a majority have an evil purpose, why can they not carry it out? Don't be a fool, c. c.

THE c. c. fellow might say it was manifestly unfair that ten men, the largest possible majority to be obtained at an officers' meeting, should be able to change important rules of an organization with a membership of 1,400. But we must remember that he has the c. c.

HE might go further and say, "Suppose some club had personal spite against the members of another club. Suppose they should get control of the meeting and wash their dirty linen at the expense of the League. Suppose they should call in a silver-tongued orator from abroad to champion their cause and pull wool over the eyes of the men outside the ring. Suppose they should run the League in the interest of and at the dictation of a manufacturer." Stop, fellow, you go too far. The League would rise in its might and stamp out such a conspiracy.

AND then "London W." would retire to his back attic and think.

LEW. FRYE lost the medal. I was truly sorry to see his colors go down, for I remember how well he kept them aloft when the English craft Vesey sailed into port and struck its flag in sight of Lewis's little wheel. He made a good race on Friday, but was overmatched. Better luck next time, Lewis.

HENDEE will be heard from in the future. Keep your ears open, John Bull, and keep your men in good trim.

PRINCE had Hendee in hand for a week before the race, and what Prince does n't know about training men is n't worth much. If any one doubts this, let them look at the records of his graduates:

Moore, Ahl, Underwood, Claffin, Norton, Dean, and Hendee.

"LONDON W." went to a horse race the other day and stood in the cold an hour while they tried to get a satisfactory flying start; they tried it twelve times, and they did not get the best results. After such an experience, I shall not welcome the day when we have the flying start in bicycle races.

No, no, "Cyclos," it won't do! We don't want to compare wheel time with horse time, any more than we want to compare apples and cucumbers.

IF "Cyclos" wants to know how fast a bicycle can be put over a mile track, let him pick out the fastest mile in a long race or the last in a two-mile.

BICYCLING in all its forms has been studied in England for many years, and Americans had better profit by the experience over there than go into experiments on its own hook. When Americans have lowered the English records from a standing start they can with good grace talk about a change in the rules, but not until then.

A CORRESPONDENT, "Icyle" of Washington, writes: "London W.," you ask what disadvantages, if any, has the Humber trike. I have not ridden the machine; but from what I have seen and heard of it, have formed a very unfavorable opinion. While I concede that it is a very speedy machine, I think that safety is a quality it lacks; and that the 'Xtra Challenge bike is far superior in this particular. The two principal objections are, 1st, the liability of striking the knee under the axle in front, in which case the rider would receive a very awkward fall; and 2d, the strain on the hands and arms necessary to keep the machine in a straight course when going fast. I have noticed that the course is then very erratic. I would like some information as to the hill-climbing capabilities of trikes driven with clutch gear similar to the American Star.

I have not tried any machine fitted with the clutch gear, and know of but few which are. The Victor may be taken as a fair sample of this class of trikes. Sturmey speaks of it as having an immense leverage and consequent power, and says it can be driven from a standstill over an eight-inch log.

There would be no dead centres, which might fairly be considered an advantage, as the dead centre is a great drawback in climbing hills on an ordinary crank machine. In sociables this can be got over by fitting the cranks on the quarter section.

The American Star clutch gear is objectionable, owing to the inability to back-pedal; but on the other hand, hills can be coasted without removing the feet from the pedals.

"Icyle's" remarks on the Humber fully coincide with my own opinion as formed from an examination of the machine.

LONDON W.

The Massachusetts Run and Division.

PURSUANT to announcement, the Massachusetts members of the League of American Wheelmen and several riders from other States, including President Miller of the Columbus (Ohio) Buckeyes, Chief Consul Lamson of Maine, Dr. Coleman of Canandaigua, N. Y., and V. C. Place of Pennsylvania, numbering in all thirty-eight riders, assembled in Trinity square Saturday morning, and at about 9.30 o'clock, headed by Chief Consul Pratt, and with the Boston Bicycle Club under Consul Everett at the right of the line, mounted wheels for South Canton. The roads leading out of the city were in rather poor condition from recent rains and fall repairs, but all arrived without mishap soon after twelve o'clock. Dinner was taken in the Canton Town Hall, at which forty-seven wheelmen sat down, others having joined the main body *en route*.

After dinner a Massachusetts division of the L. A. W. was organized under Consul Pratt, with, F. P. Kendall of Worcester as secretary and C. P. Shillaber as treasurer, who, with the representatives, will form the executive board. A motion to levy an annual assessment of fifty cents occasioned some debate; but an amendment was finally carried, instructing the board of officers to consider the best method of raising money to meet expenses. After a committee consisting of the chief consul and Messrs. E. K. Hill of Worcester, and C. L. Clark of Newton, had been appointed to superintend the work of locating and

putting up of road signs, the division adjourned. Before returning, a photograph of the party was taken in an adjoining field.

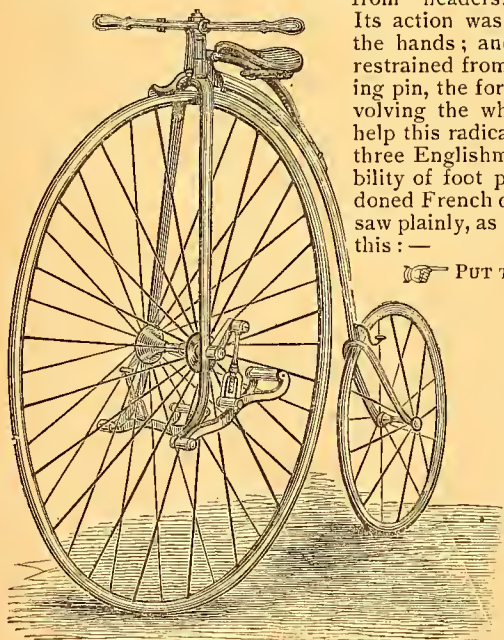
THE ever-welcome Bicycle Touring Club *Gazette*, edited by L. A. W. Chief Consul for England, E. R. Shipton, comes to us regularly and is read with interest, and we often wish we could spare more space in the *WORLD* for "scissors" quotations from its pages occasionally. We see by the October issue that the total numerical strength of the Bicycle Touring Club to that date was 6,348, besides one hundred and sixty-five names in the monthly list of applicants for admission. We notice in the report of September sitting of the council that among other things it was voted: "That a petition be drawn up, to be presented with that of the Bicycle Union, requesting the Duke of Cambridge to allow 'cyclists to pass through Richmond Park.'" So it seems English wheelmen are not supinely submitting to unjust exclusions from public pleasure thoroughfares more than ourselves. Another noticeable item in its columns is from a correspondent who complains that a hotel at St. Asaph persists in displaying a B. T. C. sign-board, and claiming to be the B. T. C. house, in defiance of consuls' protests, and to the serious hardship and loss of the regularly appointed house; which goes to show that the patronage of wheelmen is something worth catering for by landlords over there, whatever the American Boniface may think.

Safety Bicycles.

II.

THE "bone-shaker," or velocipede, — which was simply the century-old Draisine provided with foot cranks, — placed the rider in the best possible position for safety from "headers," but there its advantages ended. Its action was a thrust forward, directly against the hands; and when the handle and wheel were restrained from being shoved around on the steering pin, the force of the thrust was diverted to revolving the wheel. Changes in detail could not help this radical fault of position; and when two or three Englishmen, who still believed in the practicability of foot propulsion, took up anew this abandoned French device, and began pondering it, they saw plainly, as the first rule in solving the problem, this: —

PUT THE RIDER OVER HIS WORK.



This rule, now the fixed one in bicycle and tricycle construction, and disputed by only an occasional eccentric rider, required a large front wheel, in order to give leg room; the large front wheel required a small back wheel, for without such the rider never could get up to his place. Hence the bicycle as ordinarily built, — somewhat laborious to ascend to, somewhat sudden to descend from, and somewhat mulish in its kickup propensities.

The Facile, which is the only

really successful 'bicycle of the small-wheel type, as far as I know, was planned as a safety machine, for riders who put safety first; and it was only in the season of 1881 that it began to attract attention, as claiming and possessing other material advantages as well. Its construction is well shown in the cut annexed. Its rake is an inch or two only — about the same as in the ordinary make a few seasons ago. The back wheel is twenty-two inches; the front was formerly made from thirty-two to forty-six, but now from thirty-two to fifty-two. The crank is three inches only, and has no adjustability. Distance from fulcrum, at end of fork, to the attachment of connecting rod, is seven inches; full length of lever, twelve and one half inches. The stroke of the pedal is an arc of a circle ten and one half inches in each direction, and the motion is closely similar to that of the treadle of a foot lathe. The adjustment of leg reach is on the connecting-rod.

The safety results from the smallness of front wheel, the increase in back wheel, and the peculiar mode of driving. The lower the seat, the less distance to fall, and the less likely to tip forward, other things being equal; also, the farther to tip before the rider's centre of gravity gets forward of the axle. The larger the driver, of course the less absolute the safety, but increasing its size can only affect one of the three elements therein. The effect of the larger back wheel is obvious. The foot being always both below and behind the axle, the pressure works to keep the machine down rather than tilt it up. Safety is certainly secured; and although I have not experimented on that point particularly, I am satisfied that it would be difficult to get a hurt on it, unless in such a crash as would upset anything on wheels. Other advantages claimed are that the machine is easy to get on and off; especially good at hills and on rough roads; very easy driving; and that it puts the rider all the time just where the rider of the ordinary pattern always tries to get, but cannot quite make out, however he slides and leans forward, — *over his work*.

The 44-inch Facile in my possession is the only specimen which has come to America, so far as I know, and I did not venture the experiment until after extensive correspondence and study. The advantages above sketched are so obvious and probable that, as most riders would do, I substantially admitted them; but my question was, What defects in practical working must be accepted as the price of these good qualities? As was natural, I associated reduced speed with the smaller wheel, and queried whether the junior machine could keep even with its bigger brothers; but having already become partly freed from that usual disease of wheelmen in their tender years, "big wheel on the brain," I worked out the following comparisons, which the reader can test for himself, between a 50 ordinary and a 40 Facile, a 5-inch crank being assumed for the former, the

quantities being expressed in whole numbers and decimals:—

MACHINE.	TRAVEL OF FOOT.		Miles travelled by machine for each mile travelled by the foot.
	Inches per revolution.	Feet per mile.	
50-inch.	31.41592	1,056	5
40-inch.	21.00000	883	6 + 13 ft.
MACHINE.	Number of revolutions per mile.		Number of revolutions per minute on a 10-mile pace per hour.
	Inches travelled by wheel per revolution.	Revolutions per mile.	
50-inch.	157.079	493.36	67.23
40-inch.	125.663	504.25	84.09

The 50-inch makes four revolutions to five of the 40, but the foot on the 50 travels about four and eight tenths feet where it travels four on the 40. When both machines run at the same speed, the 40 wheel makes one fourth more revolutions, and the foot one fourth more strokes than the 50; but the foot travels more slowly on the 40, although making more strokes in a given time, because its strokes are shorter. On the 50 the foot traverses a circle of five inches radius (31.41592 inches) for each revolution of wheel; on the 40 it traverses an arc of ten and one half inches and back; hence the four revolutions of the 50 require 125.663 inches of foot travel, and the five revolutions of the 40 require one hundred and five inches, both done in the same time.

As to power, the comparison may be made thus:—

Wheel.	Length of crank to that of wheel radius is as	Or, as
50-inch.	5 inches to 25 inches	1 to 5
40-inch.	3 inches to 20 inches	1 to 6.66

But as the Facile lever gives the foot five and one half inches of leverage (*i. e.*,

distance from pedal to connecting rod), the crank is practically eight and a half instead of three inches, and the comparison becomes thus:—

Wheel.	Leverage of power to that of resistance is as	Lbs. on Pedal required to turn.
50-inch.	1 to 5	2.123
40-inch.	1 to 2.355	1

If the Facile lever is applied to a 50-inch wheel (and retains the same measurements) we have the comparison of a 50-inch wheel with a 5-inch crank, and another with a 3-inch crank, to which five and one half inches are added practically. The leverage of power (or crank) to that of resistance (or the wheel radius) is then one to five in one case, and one to 2.941 in the other; and the number of pounds required on pedal will be one and seven tenths in one case and one in the other. It thus appears that the advantage in respect to power does not depend upon smallness of wheel, but that this simple driving device *at once lengthens the crank and shortens the stroke*. The oblique direction of the pull apparently wastes some power at one point in the stroke; on the other hand, it apparently adds power at another point. The smaller front wheel increases axle-friction per mile: the larger back wheel decreases it. There are two additional frictional points; but the motion is very slight there. Again, the direct vertical action, and ability to utilize the weight of the body as driving power, are "points."

This theoretical demonstration appears to me unassailable, as such things go; but a pound of experience is worth a ton of theory. We find that the 48-inch wheelman keeps up with the 54-inch ordinarily; and when we come down to what may be reckoned "boys' sizes," the question is whether the short and quickly made stroke of the Facile compensates for the lessened circumference of wheel. The following "times" with a 40-inch machine are recorded:—

25 miles in 1 h. 58 m.	= 12½ miles per hour.
20 miles in 1 h. 32 m.	= 13 miles per hour.
10 miles in . . . 42 m.	= 14 miles per hour.
56 miles in 5 h. 25 m.	= 10½ miles per hour.

This is all road work. The first was the road race in September, 1881, and is of course unquestionable, Mr. Harry Etherington acting as timer and referee; in the last, Mr. Lacy Hillier was one of the riders, and this was in a heavy rain. Mr. C. D. Vesey claims to have done a mile, on the track, on a 40-inch, in 3m. 28s., and Mr. Larette claims to have done thirty-one miles on the road on a 44-inch in 2h. 20m., equivalent to thirteen and one third miles an hour. The general claim of its friends is ten to twelve miles an hour for the Facile, and there does not seem to be any sacrifice of speed, as far as I can learn.

To the above may be added mention

of the Facile road race, beginning at midnight on Sept. 30 last; about twenty-two riders took part, and over a hundred bikes and trikes, with lamps burning and bells jangling, started with them as escort. The object was to see what distances could be traversed within twenty-four hours, and the three riders who took highest prizes did 189, 198, and 214½ miles.

Circumstances have so abridged my riding this year that I cannot report, as yet, any extended use of my specimen machine but it has given me no cause to regret the experiment of purchasing it. I feared the vertical action might prove fatiguing, but cannot say that I find it so, although the machine, like all new things, must be "got into," by some training before doing its best. I find the steering a very little peculiar, as the feet have little share in it, but this will quite disappear in practice; on the other hand, I find almost a total absence of the usual pull on the handles, the feet not pushing against the hands. The *feeling* of security is itself agreeable, and the ease of mount and dismount is valuable, this being all the greater in sections where the rideable surface is in bits.

The makers of this machine believe it will ultimately supersede the ordinary pattern. I cannot say that I think so, or even that any safety bicycle will do that (although this one is making good progress); because people will differ, it is impossible to unite all good points in one thing, and there will always be an attractiveness, to vigorous youth, in daring, difficulty, and danger. But the 150,000 bicyclers of to-day will be, a dozen years hence, either "out of it" by death or disability, or else largely mounted on trikes or safer bikes, or going afoot. Who that has once pushed the rubber pedal is willing to relinquish it while his joints know how to bend? Those who want speed most, or require the spice of danger, can have it; whether they or those who prefer "safety, speed, and comfort," will become the majority, time will show. Meanwhile, we can all admit that the safety or safe bicycle has its place, and a wide one, and we can (as certainly we ought to) rejoice to see every form of the steel steed, on any number of wheels, arise and roll on, for whatever enlarges the field of choice is for the general benefit, and whatever would tie up competition is either greedy monopoly or bat-eyed indifference. And especially I want to whisper the hint that, in this semi-roadless country of ours, any machine (two-legged or more) which somewhat defies bad roads and teaches the maturer and doubting citizen how to ride, and what roads are, is a welcome preacher in the cause of wheelmen.

JULIUS WILCOX.

63 MURRAY ST., NEW YORK, 3 October, 1882.

FOR a man so addicted to "looking down in the mouth," Dr. Coleman of Canandaigua has a very jovial expression of countenance—and his countenance does n't belie him.

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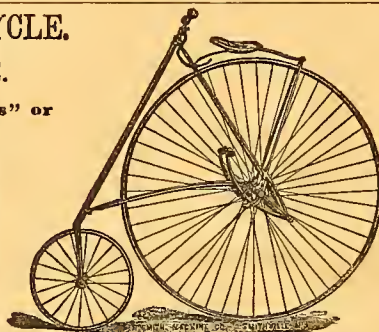
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