

THE Bicycling World

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ADVERTISEMENTS

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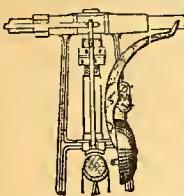
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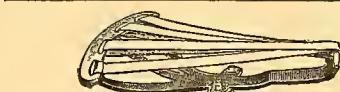
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We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

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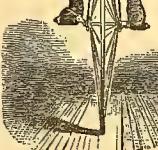
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HERBERT W. KNIGHT,
766 Broad Street,
Newark, N. J.

CURRENT CALAMO

WHO went to Montreal?

WILL any of our Virginia friends inform us if the *Wheeling Leader* is a bicycling journal?

A "BREEZE" is scattering "Chaff" all over the country, and everybody seems to rather like it than otherwise.

THE *Evening Star* asks, editorially: "Has Gov. Long any backbone?" If he will get a bicycle he'll have one.

OUR three-wheeled English contemporary, the *Tricycling Journal*, is meeting with deserved success and has enlarged.

THE Natatorium, the St. Louis swimming institution, is to be used for bicycle riding in the winter. It would be a good place for ladies' tricycle practice also.

SIX members of the Boston Bicycle Club made a run to Lexington, Sunday, took dinner at the Massachusetts House, and afterwards made the run home (ten miles) in forty minutes.

KNEE-BREECHES and knickerbockers are beginning to be worn by other men than bicyclers, and modest wheelmen will soon be relieved from uncomfortable conspicuousness in this respect.

A SERIOUS runaway accident occurred on the Loudonville road near Albany, recently, and a bicycler and his wheel were called into service and despatched to obtain assistance, which was thereby more speedily rendered.

A CORRESPONDENT tells a story about a well-known bicycler, who at the Worcester Meet answered numerous inquiries about his opinion of the "Star," with the single sentence, "I have sold it"; but the following week, at Hingham, he condensed his answer to "sold."

THE same prominent wheelman who found such difficulty in getting admittance to the Hingham race ground because he was without a uniform, was met Sunday, riding in the same uncouth condition, by half a dozen members of his own club, who failed to recognize their respected president.

THE great September Wheel Puzzle, propounded during the present month in a circular signed by Frank G. Varey, secretary, and announcing bicycle races somewhere, under the patronage of some citizens' committee, at some exhibition grounds, on Thursday, 22 September, has been solved. The solution: Montreal, Canada.

WE have received "The Tragedy of Abraham Lincoln; or, The Rise and Fall of the Confederate States, in Five Acts," with a request from the publisher, Dr.

C. W. Selden, 128 Lexington avenue, New York, to criticise and send bill. Wishing to have the work examined carefully, we turned it over to our youngest business man, who is tolerably ingenuous, and whose taste for sentimental literature has not become palled by years of critical experience. He read it clear through, hastily called in the stenographer, and after ejaculating, "It's the most idiotic mess of d—d nonsense I ever saw!" fainted dead away. Our charge is \$25, to cover moral damages.

PERSONAL

THANK you, Friend Jenkins. Same to you.

MESSRS. DUKER and WOODWARD reached Springfield Tuesday, in good condition.

H. W. KEYES, bugler of the Crescents, of Boston, is quite ill at Hotel Brunswick.

M. R. WILSON, of Boston, professional bicycler, announces that he shall enter no more races this season.

HART, the colored pedestrian, is vigorously tackling the bicycle. Now let Anglo-Saxon professionals look out.

W. M. WRIGHT, of New York, offers League members free accommodation for one hundred and fifty bicycles during the October Meet in that city.

ANY inquiries respecting the marine bicycle can be addressed to Director C. A. Hazlett, of Portsmouth, N. H., who can give all desired information.

THE National Association of Amateur Athletes refused the application of L. H. Johnson for permission to compete in their coming championship games.

AN eleven-year-old boy named Louis Francke is astonishing Louisvillains by some remarkable fancy bicycle riding. Hazlett had better pit Master Girard against him.

THE N. Y. *Sunday Courier* says: "Mr. F. K. Grain discovered eighteen humble-bees nesting in the backbone of his machine recently. It's lucky they didn't get into his saddle."

W. M. WRIGHT of New York is about to marry Miss Edith May. We wish them all joy, and may the happy bridegroom at once procure a "Sociable," that not even a bicycle shall part them.

ABOUT twenty bicycling friends of Messrs. Duker escorted him on his start for Baltimore, last Monday morning, as far as Wellesley, where after a good breakfast, they bade him good speed.

E. H. HILL, of Worcester, has just returned from a two-weeks' tour in the White Mountains, and will soon give our readers a minute description of the roads wheeled over, he having kept a log of each mile traversed.

E. H. SNYDER, vice-president of the Essex Bicycle Club, of Orange, N. J., was in Boston a day or two last week, and gave us good cheer from that coun-

try. He don't seem like a foreigner, though.

WE publish this week an interesting account of the wheel trip from Philadelphia to Boston of Messrs. Eaton and Cressman, of the Germantown Bicycle Club. Mr. Cressman has returned to Philadelphia, but Mr. Eaton will remain here a few days longer.

MR. FRANCIS CRAGIN, en route from Chicago to Boston, posts us from Iroquois, Ill., 12 September, and from Lafayette, Ind., 14 September. He also mails us from the latter place an account of his trip up to that point, which we shall publish next week.

WHAT THEY SAY OF US.

MANY of our contemporaries are continually reproducing complimentary press notices of themselves, in order to convince incredulous or unappreciative readers that they are really smart, wide-awake journals. Our innate modesty has hitherto deterred us from calling attention to these kind testimonials to our merit; but at the urgent request of friends, we have at last reluctantly consented to exhibit, from time to time, a few of the thousands of kind allusions which we daily clip from our contemporaries. This is what they say of us: —

The BICYCLING WORLD is the funniest comic paper on our exchange list. Its "horse-accident record" would make even a horse laugh. — *Boston Herald*.

We are *Puck*, but every copy of the BICYCLING WORLD we receive makes us pucker. — *Puck*. [We think this joke of our esteemed contemporary is not new. — ED. WORLD.]

It is the handsomest and best edited paper in the country, as bicycling is one of the best and most utilitarian of healthful exercises. While we recommend and really admire bicycling as one of the proudest achievements of modern progress, we are aware that the only artist on our paper who drinks, and the greatest jackass on our editorial staff, have once or twice combined their peculiar qualifications to produce a different impression; but we trust our readers will not believe everything which is stated in our columns. — *Daily Graphic*.

It has long been the inspiration of our "Fact and Fancy" man. — *Boston Transcript*. [We are not certain whether this is intended for a compliment. — ED. WORLD.]

We are the *Clipper*, and whenever we take up the BICYCLING WORLD we have to clip. — *N. Y. Clipper*.

We were at first prejudiced against the bicycle, but the brilliant and entertaining BICYCLING WORLD has entirely won us over to the wheel. We care not what our livery-stable men say any more. In all that pertains to sound sense that bright and wide-awake journal leads the. — *Pittsburg Leader*.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.50; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$50.00; six months, \$107.00; one year, \$205.00.

ONE COLUMN, one insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 23 SEPTEMBER, 1881.

JAMES A. GARFIELD, President of the United States, shot in Washington on 2 July, 1881, by the assassin Charles J. Guiteau, died at Elberon, N. J., on 19 September, 1881, at 10.35 P.M.

A SOMEWHAT "fresh" New York *Herald* reporter, a few weeks since, furnished that journal with a very crude and misleading article on the bicyclists of New York in particular and America in general, which, although intended to be favorable to the wheelmen, contained many inaccurate statements; but the *Bicycling Times* has quoted largely therefrom, although recognizing the more apparent errors in the article. It makes us smile to read, "It is safe to say

that there are at least five times as many bicyclists in and around New York to-day as there were five years ago," when scarcely one was to be seen there three years ago; and further along he says that from the first, Boston "took kindly to the wheel" (that was about four years ago), and that "it did not reach New York until some years later." Again: "The number of more or less enthusiastic and skilful bicyclists in and around New York may be computed, not merely by hundreds, but by thousands!" which is just a little in excess of the fact, because Boston don't claim quite so many, and we doubt that New York can rank even second as to the number of its riders. In enumerating and commenting on the clubs of New York, he omits the oldest and one of the most important, viz., the New York Bicycle Club. He says again, "Bicycling has a literature of its own. There are several journals devoted to its interests"; yet the only paper he mentions is the *Gentleman's Magazine*, a sporting periodical which we have heard was only started two or three months since, and of which we have never seen a copy. It is very evident that this *Herald* novice was tackled by some mischief-loving *Mercury* boys, and his bicycling information (?) most unmercifully guyed into him.

THE Edinburgh *Stationery and Trade Review*, one of the most readable and best informed on American matters of our foreign exchanges, has an alleged commercial traveller's "Reminiscences," in which is given as original the well-known anecdote of the American drummer's alternating positions of drummer and customer with his dissatisfied employer.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB.—The club here in Hamilton is getting along very successfully. Officers have been elected, and to-morrow evening there is to be a meeting to make arrangements for procuring some place where wheelmen can practise daily. The drill shed is spoken of as a good place to practise on, but the ground is rather rough, and a tumble is apt to result seriously.

A. B. C.

HAMILTON, ONT., 14 September, 1881.

HERMES BI. CLUB.—The annual meeting of the Hermes Bicycle Club, for election of officers, was held at Capt. Nicholson's residence, on Tuesday even-

ing, 13 September. An elegant supper was provided by Mr. Nicholson. The election resulted as follows: President, Frank Mauran, Jr.; captain, Wm. T. Nicholson, Jr.; secretary, treasurer and bugler, Charles S. Brayman, 304 Broad street; lieutenant, Clarence H. Gardner.

G. C. ALLEN.

PROVIDENCE, R. I., 17 September, 1881.

SAN FRANCISCO.—At the last meeting of the Oakland Club, Messrs. Aldrich and Sykes were elected members. ... Yesterday some of the expert riders of this city went to Oakland, where they were joined by sixteen wheelmen. When the junction of Peralta and Centre streets was reached, drilling preparatory to the tournament took place, which lasted until the spectators became so numerous that the bicyclers found it necessary to depart for a more spacious locality.... The regular meeting of the San Francisco Bicycle Club was held last Thursday evening at the Windsor House, at which Mr. F. A. McLaughlin was elected a member. Mr. Waterhouse, the president, notified the members that an invitation had been extended to them to perform a few evolutions to the Mechanics' Fair. Messrs. Aldrich and Leonard accepted, and performed many pretty movements on the wheel, which were well received by the audience. A few of the other members rode miscellaneous machines, notably the tricycle.... The annual tournament of our local club, which occurs on Thanksgiving, will necessitate some drilling, which will take place in Golden Gate Park, just below the superintendent's house. These evolutions will be practised twice a month, on Sunday mornings, between nine and ten o'clock. This is extremely attractive, even to participants, and it is hoped there will be a good attendance.... At the coming State Fair handsome prizes will be given to the bicyclers. The distance to be run is one mile, and the race is to come off on Saturday, 24 September, at 11 A. M. The following are the entries: H. C. Eggers, H. Finkler, San Francisco Club; Messrs. McNeer, King, and Smith, of the Oakland Club; and H. Flint, of Sacramento.

SAN FRANCISCO, 12 September, 1881.

RACES

Coming Events.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September. Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

28 September. Framingham, Mass. Middlesex

South Agricultural Society Fair. One-mile bicycle race, prize, \$15 value, winner's choice; half-mile bicycle race, prize, \$10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. \$100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

29 and 30 September. Western Michigan Industrial Association. Bicycle races, two miles and five miles.

30 September. Charlotte, Mich. Eaton County Agricultural Society. State amateur bicycle races. Mile heats, best three in five; three prizes, —silver-plated English bugle, \$15, cyclometer, \$8.00, two pairs English stockings, \$5.00; entries free; three starters required; English Bicycle Union rules. Esek Pray, secretary.

5 October. Willimantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park. One Mile, best two in three — Prizes, silver cup and medal. Half-mile, best two in three — Prizes, automatic alarm and bicycle watch charm. Entrance free; open to riders in Windham and New London counties.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5, open to all amateur riders in the State; entries free. First prize, silver water set valued at \$35; 2d prize, watch valued at \$25; 3d prize, horse timer, split seconds, valued at \$15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races. 6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.

6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9:30 o'clock. Grand Parade and Club Drill — First prize, silver ice pitcher; second prize, English bugle; third prize, club colors. No club will be allowed to enter with less than ten members. Number of men and efficiency in drill will be considered in awarding prizes. Fancy Riding — First prize, gold medal, valued at \$25; second prize, silver medal, valued at \$15. Half-Mile Race, best two in three — First prize, silver medal, valued at \$15; second prize, silver medal, valued at \$10. Slow Race, distance 150 yards — First prize, silver medal; second prize, Acme bicycle stand; third prize, one year's subscription to *Bicycling World*; fourth prize, "Take-me-too." Two Mile Race, best two in three — First prize, gold medal, valued at \$50; second prize, gold medal, valued at \$25; third prize, silver medal, valued at \$15. Five Mile Race, single dash — First prize, gold medal, valued at \$100; second prize, gold medal, valued at \$50. All entries must be made at the judge's stand before ten o'clock on the day of the race. No entrance fee. All races will be governed by the rules of the L. A. W. Communications should be addressed to O. M. Draper, North Attleboro', Mass. An admission of thirty-five cents to the fair grounds will be charged.

8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stanton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1704 Pine street, secretary.

Hamilton.

Editor Bicycling World :— I was one of those fortunate enough to attend the bicycle tournament at the exhibition grounds in Toronto, yesterday, and I must say it was one of the grandest sights I have ever witnessed. The number of wheelmen was not great, but the races were well done. At half past one o'clock in the afternoon the three-mile race was called, and the following wheelmen took their places: W. J. Morgan, J. W. Jopling, J. Moodie, Jr., P. Doolittle, F. Hardman, F. W. Carter, B. Hoch, F. Robertson, and W. E. Carswell. Doolittle, who is an Aylmer man, won in 13.13, Moodie being second, and Hoch third. In the slow race Moodie, McMillan, Hoch, Carter, Carswell, Payne, and Doolittle started. The first prize was a silver medal with gold centre, valued at \$30. All started well, but Carter and Hoch

soon tumbled, for they could go fast, but to do it slowly was another thing; and they were followed by all except Moodie and Doolittle. The latter got ahead, however, getting across the winning line about twenty yards ahead of Moodie. As showing how slow they did go, I give the official time for a quarter-mile: 10 minutes and 9 seconds. The two-mile championship race was the most interesting, the prize being a gold medal presented by Ald. Bonstead, of Toronto, who is president of the bicycle club of that city. It must be won for three successive years, before the winner can put it away as his own property. Doolittle, Hoch, Carter, Moodie, Morgan, and McMillan started, the first-named being the winner by forty yards, in 9.05 minutes. Morgan was in second, while the remainder did not consider it worth their while to finish. In the one-mile race the starters were Moodie, Carswell, Hoch, Carter, Jopling and Morgan. Morgan won, and then Moodie and Carswell did their level best for second, and Carswell got it, Moodie being third, and Jopling fourth. In every race Moodie was handicapped. The addresses of the prizetakers are: John Moodie, Jr., Hamilton; P. Doolittle, Aylmer; W. J. Morgan, St. Catherines; B. Hoch, Toronto; W. E. Carswell, Toronto. Doolittle's fine riding was the admiration of all, and it would be no easy task to excel it. Moodie also proved himself to be an expert.

A. B. C.

HAMILTON, ONTARIO, 14 September, 1881.

HUDSON, MASS., 15 August.—The third club race for the mile championship of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, 15 August, with the following result: John Sawin, first, 3.31 $\frac{1}{4}$; George E. Frye, second, 3.32 $\frac{1}{2}$; Arthur Curtis, third, 3.33 $\frac{1}{2}$. The next club race is looked forward to with considerable interest, as each of the contestants named has won the club medal once.

L.

MILFORD, MASS.—27 August, at Charles River Riding Park. One-mile bicycle race,—L. T. Frye, Marlboro', 3m. 25s. Two-mile bicycle race — G. E. Frye, Marlboro', 7m. 20s.

STATEN ISLAND.—10 September, the annual fall meeting of the Staten Island Athletic Club was held on their grounds at West New Brighton. Mr. L. E. Myers, the champion runner, officiated as starter. Rain fell during the greater portion of the afternoon, and the track was not in condition for fast time. The two-mile race was won by A. J. Eddy, of Flint, Mich., with A. B. Rich second. Time, 8m. 55 $\frac{1}{2}$ s. — *Wheel*.

BUFFALO BICYCLE TOURNAMENT.—The first grand tournament and races were held at the Buffalo Driving Park, 14 September. Everything passed off in fine style. It was a splendid day, and the events were carried out as announced, with the exception of the fancy riding

exhibition of F. S. Rollinson and the five-mile straightaway. We had every reason to expect Rollinson to be here. An extract from his letter to our chairman reads: "Dear Sir, yours just to hand. I will agree to come for \$50 without travelling expenses, as you state. The terms are perfectly satisfactory. F. S. ROLLINSON." Relying on this assurance, Mr. Rollinson was advertised largely; but imagine our mortification and the disappointment of the spectators when we had to announce that he would not be here, and read the following dispatch: "Boston, Mass., Sept. 13. Machine broke down. Can races be postponed to Thursday? Raining here. F. S. ROLLINSON, 140 Kneeland street." Does any intelligent wheelman think Mr. Rollinson could not have found in Boston a wheel of the same size as the broken one (if it really was broken) to keep his engagement? Or we could easily have furnished him with one here, of any size wanted. As this was our first tournament, we were particularly anxious to keep our promises to the public; so you can imagine how indignant every wheelman in Buffalo is. Our citizens were very liberal in contributing prizes for the competitions, and the best people in the city were present in large numbers to witness the sport. The following detailed account is condensed from very full reports in the Buffalo papers: —

The grand stand at the driving park was fairly filled with spectators when the opening race was announced at half past two o'clock, many ladies being present. About one hundred horses and carriages were ranged along the inside of the enclosure, after the fashion prevalent at the trotting meetings. First in the order of the tournament came a half-mile heat race, best two in three, open to members of the club only. The starters were C. K. Alley, J. B. Newman, J. Williams, F. W. Sherman, W. Thornton, F. W. Caulkins, and C. Dakin, Alley taking the lead of all his competitors almost from the start. It was an exciting struggle between the others for the whole distance, and the pace was a very fast one down to the half-mile pole, where the riders rushed past the deciding point in the following order: Alley, Newman, Williams, Sherman, Thornton, Caulkins, and Dakin. Time, 1.40 $\frac{2}{3}$. The second and final heat resulted in a victory for Alley, the finish being made by the five participants in the following order: Alley, Newman, Thornton, Sherman, and Williams. Time, 1.41 $\frac{1}{4}$. The first prize, of a gold medal, was accordingly assigned to C. K. Alley; the second prize, of a cyclometer, to J. B. Newman; and the third prize, of a pair of Indian clubs, to William H. Thornton. Second on the card was the race in mile heats, best two in three, for members of the club. It brought out C. B. Woodruff, W. H. Otis, G. Dakin, A. W. Smith, and Louis Hohl, all of them young men seeking a record in bicycling, and each one anxious to do his best. At the

word the quintet got away evenly from the wire, Otis taking the lead, but closely pressed by Dakin, Smith, and Woodruff. Hohl fell off at the quarter. Half-way round the track Dakin was leading. Smith was riding in splendid form, however, and it was a comparatively easy matter for him to overhaul Dakin and capture the lead at the head of the home stretch. In this order he took the heat, with Dakin a good second, Otis third, and Woodruff fourth; time, 3.52. In the second heat Smith took the pole by virtue of his victory in the first heat, and got away with every appearance of having an easy time of it. His competitors were Dakin, Woodruff, and Otis. While on the second quarter, with a lead of a few yards, Smith was taken with nausea and was obliged to retire. Dakin, Otis, and Woodruff swept past him in the order named. The first two were going at a tremendous pace, keeping breast and breast for the next quarter of a mile. Otis finally captured the lead from Dakin, coming in the winner of the heat in 3.50 $\frac{1}{2}$. In the third heat Smith didn't start. The three contestants rolled down the quarter stretch without any perceptible advantage having been gained by either, but at the half-mile Dakin forged ahead, with Otis second. Otis finally secured the lead, finishing the mile in 3.54 $\frac{1}{2}$, Dakin second, Woodruff third. Otis consequently took the first prize, a gold medal; Dakin second, a gold medal; and Woodruff third, a nickel-plated cyclometer. The most animated race of the tournament, the one which should determine the championship of the club, came next. It was a straight-away race, distance three miles, and confined to non-contestants in all other races of the day. Messrs. Walker, Gard, Milley, and Forbush entered. Forbush, who rides one of the biggest wheels in the State, bent to his work so earnestly that for the first half-mile it seemed impossible for the others to overtake him. His exertion proved too much for his endurance, however, and the easy riding of Milley enabled that individual to pass him before the first home-stretch was reached. Gard also passed him toward the finish of the first mile. Walker advanced to second place and gave Milley a tussle for the lead. Forbush recovered his wind sufficiently at the last few hundred feet to regain second place, and the men passed under the string in the following order: Gard, Forbush, Milley, and Walker. Time for Gard, 3.33. On the second mile, the men went skurrying around in the same order, no change being made until the half was reached, when Milley crept up on Gard and rode abreast of him for some distance, with Forbush and Walker paired in the distance. The second mile was finished by Milley, first, in 7.20 $\frac{1}{2}$; Gard, Walker, and Forbush dropped out at this juncture. Milley held his lead of about twenty yards all around the track, finishing first in 11 minutes; Gard second, and Walker third. The prizes were a gold medal valued at \$100, a prize not

named, and a nickelized cyclometer. Owing to the non-appearance of Prof. Robinson, G. H. Craig, of Chicago, took his place in the race against a horse, and succeeded in defeating him, giving a fine exhibition of speedy riding. In recognition of his winning the race, the bicycle club will present him with a handsome medal, valued at \$25. In the slow race, 220 yards, fifteen or more started, but one by one they fell off, and only two men, R. H. Sinith, of Dunkirk, and J. B. Newman, of Buffalo, succeeded in keeping their machines going. It became a muscular test between these two for the last half of the distance. Newman won, being two feet in the rear of his competitor. The time for the 220 yards was 5.38 $\frac{1}{2}$. The prizes were a silver ice pitcher from Pratt & Co., and a revolver from Laflin & Rand. The amateur race, run in mile heats, best two in three, resulted in a victory for J. V. Baross, of Attica, who won by half a wheel. Time, 3.23 $\frac{1}{2}$, 3.40 $\frac{1}{2}$. The last race, a five-mile straightaway, was not contested, there being no entries. The bicycle club gave an elegant banquet at Gruener's Hotel in the evening.

J. O. M.

BUFFALO, N. Y., 15 September, 1881.

FRENCH WHEEL NOTES.—The principal bicycle races in France are run on Sundays.... The city authorities of Paris have organized a series of races to be held in the *Place du Carrousel*, on Sunday, the 25th of this month. It will be a great day for French wheelmen; there will be three races for amateurs and three for professionals. If the track and weather are both favorable on that day, we shall doubtless hear of fast time. When M. de Civry returned to France recently, after his successful tour in England, he was greeted with much enthusiasm by some of the principal bicyclists of the country, and the victories were discussed over a grand dinner. De Civry was victor over Keen in the following races: 1st, at Crystal Palace, 1 August, 20 miles in 1 hour, 6 minutes, 1 second. Keen, who had given him one minute start, stopped on the tenth mile, having lost instead of gaining ground. 2nd, at Wolverhampton, 8 August, 10 miles. On the fourth mile Keen acknowledged himself beaten, and invited De Civry to dismount. The latter had thirty seconds' start in this race, and at the time Keen gave up had widened the distance a good deal. 3d, at Cardiff, 10 August, 1 mile in 2 minutes, 57 seconds, beating Keen, who had given him over twenty yards' start, nearly one hundred yards. 5th, at Cardiff, 10 August, 10 miles in 33 minutes, 18 seconds. Keen, who persisted in giving De Civry 30 seconds' start, gave up the race before the finish, as usual. 5th, at Cardiff, 13 August, 20 miles in 1 hour, 9 minutes, 38 seconds. Very strong wind. This time the Frenchman started even with Keen, and beat him 22 yards, making that advance on the last lap. 6th, at Taunton, 15 August, 15 miles in 49 minutes, 5 sec-

onds. Keen dismounted when the race was half over. 7th, at the Crystal Palace, 18 August, De Civry made 20 miles in 1 hour, 4 minutes, 21 $\frac{1}{2}$ seconds, the fastest professional time for that distance ever made up to this date. S.

AT Hoboken, N. J., 13 September, a bicycle race occurred, the following being the result: "Half-mile, best two in three heats. First heat: C. E. Chapman, Ridgewood, N. J., 1st; F. W. Fullerton, Manhattan Bicycle Club, 2d; won by about twenty yards. Time, 1m. 42s. Second heat: Fullerton got off with the lead, which he held throughout, Chapman taking a severe header at the quarter pole. Third heat: Same result, varied only by Chapman taking his header earlier in the race, his machine having been damaged by the first fall. No time taken."

THE bicycle race at the New York Athletic Club grounds, 17 September, resulted as follows: 1st heat, Wm. Smith, Bristol Bicycle Club, 1st; C. A. Reed, New York Athletic Club, 2d; time, 12.8 $\frac{1}{2}$. 2d heat, W. H. Perry, Manhattan Athletic Club, 1st; A. J. Eddy, Flint, Mich., 2d. Time, 11.14. 3d heat, C. A. Reed, 1st; W. H. Perry, 2d; A. J. Eddy, 3d; won by ten yards, two yards between 2d and 3d. Time, 10.35. Perry's time, 10.35.

THE Scranton (Pa.) Bicycle Club will hold a tournament at the Lackawanna County Fair in the latter part of this month.

"SYLVAN" writes from Moline, Ill., under date of 12 September: "The race announced for the 8th was not a success. Mr. J. A. Fleming, of Davenport, Iowa, was the only rider who made his appearance. That gentleman ran the half-mile in 2.15, and was awarded the first prize, a gold medal, worth \$10. It was the first public bicycle exhibition ever given in that place, and attracted much attention."

CHARLES JENKINS, of the Falls City Bicycle Club, won the first prize at the Bowling Green (Ky.) Fair races two weeks since. He took in the fancy-riding premium, also.

President Bates Reappears.

THE readers of the BICYCLING WORLD have been given a rest from me for quite a long time. I have been ill for a month, after which I took a trip up the Great Lakes to recruit. Then came the terrible disasters by fire in the counties bordering Lake Huron, calling me on a professional visit to that quarter. I start for the burnt region again to-morrow on a government steamer loaded with relief supplies for the sufferers. The wheelmen of the continent, who all read the WORLD, are to be congratulated on the fact that I can be choked off, although it required sickness, and the sorrow, suffering, and deaths of a vast public calamity to do it. Ah, if they all realized what a calamity! Its extent is almost immeasurable, — indescribable. Twenty thou-

sand people are wholly or partly burned out. At least ten thousand are homeless, shelterless, foodless, half-naked families. Hundreds of men, women, and children are more or less covered with the blisters of bad burns on the feet, legs, faces, hands, and necks, and the wailing of children in pain and hunger is incessant. There are no medicines till relief reaches them, as the doctors and druggists were burned out also. Thousands have been sleeping in the open air, shelterless. Hundreds are still almost blind from the smoke, and with sore lungs. The fires swept clean a territory of irregular shape equal in size to twenty-five miles wide by sixty-five miles long. Twenty or more small villages were completely destroyed. The loss of property is among the millions of dollars. Over three hundred human beings have been burned or suffocated to death. Thousands on thousands of cattle, sheep, hogs, and poultry have perished. The dense smoke covered Lake Huron, one hundred miles wide and two hundred and fifty miles long, so that the sun could not be seen at midday, and steamers kept their fog-whistles sounding to avoid collisions, and could only enter ports by the aid of whistles blown on shore. The broad surface of the waters was strewn with the dead bodies of tens of thousands of birds, and flecked with floating insects of all kinds. On the opposite coast, in Canada, fires have also swept great tracts of forest, but without such sad losses of life and property. The awful things I have seen and heard are not of a sort to develop cheerfulness or humor; and the WORLD is not the paper to fill with descriptions of them. Nevertheless, the wheelmen's journal may well spare enough space for the above bare and brief statement in outline of so great and terrible a public catastrophe.

Some time ago I suggested that the L. A. W. should create a bureau to take charge of all bicycle races, so far as to establish rules for their government, require and receive official reports from consuls, directors, or officers of clubs, and hold a general supervision over the subject. Some of your correspondents disputed the wisdom of the suggestion, and appeared to resent the idea of attempting to establish any authority over the freedom of action of bicycle riders anywhere. But in this, as in everything, that liberty is best which is regulated by law, so as to be exercised under the direction and protection of a harmonious and wise general system. The existence of any club, and of the League itself, is a restraint and regulation of freedom, without which there could be no organization or system of any sort. We are organized and combined because we all feel that it is good to be governed by some system of rules and regulations for the accomplishment of desirable objects, and to have somewhere among us an established authority which can speak and enforce the general will within certain limits.

In the State of Michigan, this year as last year, numerous county fairs and other public organizations are offering premiums for bicycle races. They make many errors in their published terms, such as offering money prizes, gate money or portions of it, making races open to all, with no distinctions between amateurs and professionals, and with no authority at the races to decide who may enter and run and who may not. These errors the officers of neighboring clubs are expected to have rectified, and I receive many and some puzzling questions concerning such races from officers of agricultural and other associations. Every week the column devoted to athletic and other sports in the public journal with which I am connected contains more or less notes on this subject in answer to letters of inquiry. There is no other form of athletic sport which is not regulated by some central and general authority. Rowing, athletic games, baseball, cricket, etc., all are governed by rules and regulations enforced through local or State agencies under the control of some large central organization. In this way uniformity and systematized sport is secured, and public interest therein promoted.

Why should not the L. A. W., through its consuls, directors, or other agents, exercise a similar supervision over bicycle contests? Why not establish a bureau to take charge of this large and increasing interest? Is it not highly desirable, not only to have bicycle races systematized, governed by wise and well-enforced rules, and conducted under the management of skilled directors, but also to have the exact official record of each race preserved, and all these records collected and published annually for the information of wheelmen, and so that we may all know exactly the progress in popularity and the improvement in speed which bicycle contests are developing in America? I think that if the L. A. W. shall permit another year to pass without such regulation and such records, the wheelmen of the future will have good reason to complain of us of the present; and moreover, many abuses will spring up difficult to remove hereafter, and many disputed cases likely to cause us some serious troubles. If I am mistaken, or if any one can suggest a better plan, I shall be glad to be corrected. Only I beg that those who rise up eager to dispute will remember that I am a bald-headed codfish, and not attempt to pull hair.

B.

DETROIT, 10 September, 1881.

EXCURSIONS, RUNS, ETC.

Bicycles through the Crawford Notch.

C. H. LAMSON and H. F. Libby, members of the Portland Bicycling Club, left Portland, 30 July, 1881, at 8 A. M., after a hearty breakfast, on a pleasure trip for the White Mountains. When we left Portland there was a very dense fog, and

it looked very much as though it would be a rainy, dismal day; but nevertheless we started out with the intention, if it did not rain too hard, to stick it out until we reached Bridgton. Much to our delight, however, we found as we rode on it kept growing clearer; and before we had been out an hour it was what we called the "boss" day for a spin. Although it was quite a hard road, we were able to pick our way along through the sand and over the hills with very little difficulty, and with very few dismounts, considering the number of hills we had to climb. We reached North Windham about 10:30, and stopped there about three quarters of an hour for a luncheon, and then mounted and run for Raymond Village, reaching there twenty minutes before one, where we took dinner. The Portland stage, with four horses and with but three passengers, which left Portland half an hour ahead of us, arrived at Raymond about fifteen minutes after we did. After resting an hour we started out again, greatly refreshed, and continued our run for Bridgton. The people on the road were greatly surprised to see us moving along at such a rapid rate, and we had to answer numerous questions, the most common being "Where in thunder did yer come frum?" and "Where yer goin' to?" After leaving Raymond we encountered a number of very steep hills and considerable sand, until we got within four miles of Bridgton, when we struck into a nice road which continued until we got to the Bridgton House. We put up there, and were much pleased with the house during our stay. We reached Bridgton at five o'clock, having been nine hours on the road, with about three hours' rest. Our register showed forty-two miles; we averaged seven miles an hour, over as rough a road as can usually be found in the country. After partaking of a hearty supper (which made five good full meals during the day) we started out for a little spin around town, and rode about four miles; Lamson then wanted a luncheon. Sunday, 31 July, we went over to Pleasant Mountain, which is in the western part of Bridgton (the mountain is 2,018 feet high), took dinner there, at the Mt. Pleasant House, and returned to Bridgton at 6 P. M. Monday morning, 1 August, we started for Fryeburg, a distance of fourteen miles, and reached there at a quarter of eleven, having been two hours and fifteen minutes on the road. The last three miles we had to walk nearly all the way, it being very deep sand. We took dinner at the Oxford House, and learning that the road beyond Fryeburg was very sandy, took the train over the Portland and Ogdensburg Railroad to Upper Bartlett. We then mounted our wheels and continued over a very mountainous but picturesque road to Bemis, where we stopped for the night. The house at which we stopped is the old "Abel Crawford House," built somewhere about 1782; it was at that time only a log cabin, but has since been en-

larged so that it now contains thirty-eight rooms. In the morning (2 August) we started about eight o'clock to go through the Notch to the Crawford House. From Bemis to the Willey House we found a splendid road (a distance of about six and one half miles), but after passing the Willey House we had to dismount pretty often. We reached the Crawford at ten o'clock, and after resting half an hour, started back for Upper Bartlett. On our return trip we enjoyed some very exciting coasting, took dinner at the old "Abel Crawford House," at Bemis, and reached Upper Bartlett at 2:30 P.M.; thence took the train to Fryeburg. Mr. Lamson continued on the train to Portland, while I stopped at Fryeburg over night, and went to Bridgton Wednesday morning. I remained in Bridgton two weeks, and found some first-rate roads. There was no end to fun, as I got acquainted with some very nice young ladies from Boston, who were stopping there for a summer vacation. They were all very jolly, and contributed greatly to my enjoyment during my stay, so much so that I was really homesick when I had to return. I would recommend Bridgton * as a place where bicyclists could enjoy themselves hugely for a few weeks during the summer. Messrs. Faulkner and Sleeper (members of the L. A. W.), of Lynn, were there during my stay, and Mr. Faulkner favored the Bridgtonians with some very nice riding during his stay. Hon. Charles E. Gibbs gave a social "hop" at his hall, Friday evening, 12 August, 1881, complimentary to the visitors at Bridgton. It was a very nice affair, and was enjoyed hugely by all who were present, and especially by the writer. The evening was particularly noticeable for the large number of very pretty young ladies and the many beautiful dresses. In closing, I will say my summer vacation this year was taken with my bicycle, and it was by far the most enjoyable I ever had.

BERT.

* We indorse our correspondent's recommendation of Bridgton and also of the Bridgton House, having enjoyed on a similar trip last year the pleasures and beauty of the locality, and experienced the cordial hospitality of the proprietors of the hotel.—ED.

Philadelphia to Boston.

Editor Bicycling World:—Monday, 5 September.—At last the much-looked-for time had arrived; the alarm clock sounded the time for departure. Hastily strapping on our valises, filled to the top with a miscellaneous assortment of indispensables, we bade good by to our friends who kindly rose so early to see us off. Walking half a square, we were able to mount our 54-inch "Columbia Bic's" on the Belgian blocks at the Public Buildings. Everything was quite still. Occasionally the stillness was broken as we crossed over a loose car track; but on we sped through the darkness, going along as cautiously as possible, with high expectations of accomplishing great things before night. Passing over ten miles, into Frankford, we heard the cocks crowing, which betokened the breaking of

day. After inquiring our way, we were able to reach Bristol, over roads covered with sand and loose stones. Having breakfasted at Bristol, we pushed on towards Trenton. The sun, which had been obscured for some time, now shone forth with great power, causing us to perspire freely, and, together with the heaviness of the roads, made the run very unpleasant. We however crossed the Trenton Bridge at noon. After a light lunch we started for Princeton. The roads heretofore were bad enough, but from Trenton to Princeton they could not be worse. Sand everywhere! in some places fully six inches deep; but we struggled bravely on, biting the dust occasionally, but doing no damage. We would have been contented if we could have found a side path, but there was none. We had to make frequent stops for water and to rest. Everything was against us, and we were wellnigh exhausted when we saw Princeton in sight, where we arrived at four o'clock. The roads then to New York City were in better condition, and it was quite a relief to ride any great distance without dismounting. We crossed the Jersey City Ferry into New York City almost lagged out. Here we had to run the gauntlet, as a circus was about to pass, and all the bootblacks and street Arabs supposed we belonged to it, grabbed our wheels, and followed us, yelling with all their might. Crowding our way, undaunted, through the streets, we dropped into the first hotel we came across.

Tuesday.—By way of recreation, we took a trip on the steamer "Albany" up the Hudson. We enjoyed the ride very much, and it no doubt did us good, as we were soon on our machines spinning around the walks at West Point. After dinner at West Point Hotel, we took the ferry boat and crossed over to Garrison's. After climbing a rather steep hill, we were able to mount and ride some distance, stopping, however, at the famous Indian Falls, which is quite a romantic place. Then on to Cold Springs, encountering very good roads, especially along the Hudson to Fishkill. Here the roads were not so good, and in some places went directly up the mountain side. We nevertheless were able to reach Pine Plains very late that evening.

Wednesday.—After a refreshing night's rest at Pine Plains Hotel we intended making an early start for Winsted, but were told that the roads were unfit for "bic's," as they were very mountainous. We then concluded to take the train as the next best thing. Having ample time, we went to one of three lakes here, called by the boys "Buttermilk Lake," where we had a delightful bath. After washing out our soiled clothes, and having a good time generally, we took the train for Winsted, where we mounted our wheels. It would have been better if we had ridden to Springfield, but there is no direct road, and we wished very much to go to Hartford. At five o'clock the dome of the capital appeared to our weary eyes,

and at a short time afterward we rode into Hartford. After attending to the wants of the inner man we paid a visit to Mr. F. C. Penfield an enthusiastic wheelman, and an editor of the Hartford *Courant*, who kindly entertained us.

Thursday.—We spent the greater portion of the morning going through bicycle works. Thanks are due Mr. Lawrence for showing us through the buildings, and Mr. Day for making himself agreeable by his kindness. We also had the pleasure of riding a tricycle, which was quite a novelty to us. Leaving Hartford with some reluctance, about noon, passing through Windsor, Windsor Locks, to Springfield, making good time, as the roads were excellent. Arriving at Springfield in the afternoon, we pushed on to Palmer, but were unable to reach there before night overtook us, so we stabled our steeds at the Indian Leap Hotel, at Indian Orchard; distance from Hartford, thirty-three miles.

Friday.—Believing an early start desirable, we left Indian Orchard little after six in the morning, attracting no little attention. Just as we were crossing the railroad track at Palmer, a flagman hailed us, asking if we were the two Philadelphians mentioned in the Springfield *Republican*. We dismounted and he showed us the following item:—

"A couple of dashing wheelmen, hailing from Philadelphia, pedalled into the city yesterday, and after eating something, related some of their muscle-stirring achievements. They say they started from Hartford at 1 P.M., and stopping on the way to wash off the nutmeg dust in the restoring waters of the Connecticut, and by a desperate turning of the cranks, reached Springfield ground at 4:30. This is said to be remarkably good time for a Philadelphian."

After inquiring of him where we could procure a copy of the paper, we reached Warren at twelve o'clock, taking dinner there. Then through West Brookfield to Spencer, finding the roads heavy in some places, but nearly always with a good side path. Night overtook us as we entered Worcester. Saturday found us again mounted on pigskin, but we were encouraged with the hope of soon reaching our destination. Using telegraph poles as guideboards, we passed through Framingham, then through Natick, Lower Falls, Newton, and finally to Boston, making the distance (forty-five miles) in five hours, which, considering our worn-out condition, was not bad; but the roads being in excellent condition, we were able to make the distance from Framingham without a dismount.

Taking the trip altogether we have had quite a pleasant time. Excepting Monday and Wednesday, the weather could not have been better suited for our purpose, as the sun was rarely seen. We took very few headers considering some of the bad roads we were over. As for kind treatment, we could not have had better, especially in Connecticut and Massachusetts, where we were frequently

treated to delicious cake and milk, with pears and peaches for dessert.

FRANK G. EATON,
CHAS. H. CRESSMAN,
Germantown Bi. Club.

Nashua.

A GALA DAY AND A PLEASANT OCCASION.—One of the most successful and pleasant of bicycle gatherings which have taken place this season occurred in Nashua, N. H., last Saturday. The wheel has been establishing itself slowly but surely in that thriving city within the past three years; the pioneer rider being Mr. Edward M. Gilman, the junior member of the firm of Gilman Brothers, bicycle agents, the senior partner of which is William V. Gilman. They are both young men of influence and vigorous business enterprise, have grown up with the city, and are connected with one of the oldest and largest paper manufacturing interests in the country, and are withal zealous advocates and devotees of bicycling. There are now seven or eight wheelmen in Nashua, comprising some of the best young men in the community, and these have wisely concluded that by organizing their forces much more might be accomplished for the cause, and mutual enjoyment promoted; so, acting upon this idea, they fixed upon Saturday, 17 September, to form themselves into a club to be known as the Nashua Wheel Club. Desiring to make the occasion one of public interest, as well, the Gilman Brothers arranged for a public parade and exhibition, and carried it out on the most liberal scale, themselves assuming the entire responsibility and expense. They invited the wheelmen of the neighboring town of Pepperell to participate, besides inviting several bicycling friends from more distant localities as special guests, among the latter who accepted and were present being Messrs. Hazlett and Philbrick, of Portsmouth. Georgie Gerard, the boy wheelman, and the editor of the *BICYCLING WORLD*. The visiting wheelmen as they arrived were received and entertained in the most cordial and hospitable manner, the strangers being escorted to points of interest about the city, until the hour assigned for the public demonstration (three o'clock), when the line, numbering about twenty, formed in front of the city hall, and under the command of Director Hazlett, proceeded through the principal streets of the city. A halt was sounded at the residence of H. G. Bixby, by request, where Master Girard, under the direction of his friend Mr. Hazlett, gave an exhibition of trick and fancy riding, eliciting, as usual, admiration and applause from the spectators. Throughout the route the wheelmen were followed by a large number of citizens in carriages, while throngs of admiring youngsters trudged valiantly after on foot. The Nashua people very generally entered into the spirit of the occasion, gathering in the streets where the riders were to pass; and even the discipline of

the various manufacturing establishments was relaxed to allow the employees to throng the doors and windows to gaze upon the interesting and novel sight. The most interesting incident to the wheelmen during the parade occurred in front of the residence of Mr. C. P. Gage, where the inmates of the mansion and a number of ladies were assembled on the portico to welcome the riders and witness Master Girard's skill. The street here was narrow and descending; nevertheless, Master Georgie acquitted himself in a creditable manner and delighted a large congregation of spectators. At the close the young bicyclist was presented by the hand of a pretty little miss with an elegant bouquet of flowers, after which a tastefully decorated pedestal surmounted by a vase filled with nosegays was brought to the front; and, Commander Hazlett marching his dismounted troop past in single file, three beautiful ladies, representing more than that number of graces, proceeded to decorate the surprised and delighted wheelmen, each in turn, with these handsome and fragrant floral tributes. Remounting, the riders repassed the house, saluting the ladies by uncovering as they rode by. The line was then continued through several more streets, the final halt being at the Laton House, where all dispersed as they pleased until six o'clock, when they reassembled in front of Noyes's Block, where a large crowd was assembled to witness, according to announcement, Master Girard's riding, this being the third exhibition he had given during the afternoon. Among the many feats the lad (who rides a 36-inch wheel) performs may be mentioned as especially noticeable: Dismounting at speed and picking up a handkerchief and remounting without stopping his wheel; mounting from the step to the backbone and driving the machine without touching the saddle; the "stand-still," with feet in the spokes, astride the handles, and with both legs over the handles. He also drove and performed some of these feats on a 48-inch wheel, and mounted, unassisted, and performed on a 52-inch. These exercises over, the riders proceeded to the driving park, a splendid practice ground, five eighths of a mile in circuit, where a half-hour or more was spent in drill exercise, after which they returned to the excellent Laton House to partake of an elegantly set and appetizingly prepared bicycle dinner, generously provided by the same liberal-spirited gentleman to whom Nashua is indebted for what was generally conceded to be a most enjoyable gala day for her citizens. In addition to the wheelmen, Mayor Fletcher, and Mr. Buzzell of the *Nashua Gazette*, were present at the dinner; the former gentleman, in a brief address, complimenting the bicyclists on the success of their first public meet, and expressing his approbation of the institution and his gratification that it should call together in fraternity such an excellent class of young men. The club was

organized during the evening, the following being the officers: President, William V. Gilman; secretary and treasurer, Fred. N. Hodgman; captain, Edward M. Gilman. The company broke up about ten o'clock, and the Nashua wheelmen and their guests escorted the Pepperell men to the station, where, after mutual congratulations and cheers, the farewells were said and the party dispersed. There are nearly a dozen wheelmen in Pepperell, but they have no club organization, which is a pity, for they comprise a fine set of men, and would find much more enjoyment by uniting, not only during the riding season, but in the winter months, when, as a club, many pleasant social parties might be projected under their auspices; or perhaps, owing to the superior local advantages of Nashua, and their easy proximity to that city, they would do better to unite with that club, which would strengthen both, and form the nucleus of what we think will become one of the best organizations in New England.

CORRESPONDENCE

Pittsburg.

Editor Bicycling World:—“A gentle protest” in *BICYCLING WORLD*, No. 18, brings up very fresh “Bernard’s” malicious insinuations. “F. B. W.’s” article has not spoiled by being kept since 7 July, but I am sorry it was not published earlier, particularly as it comes from a Pennsylvanian. Being one of the members of the L. A. W., whose vertebræ was irritated, I wish to indorse “F. B. W.’s” remarks, and say that all members of the L. A. W. in this vicinity are well satisfied with the “record” of Pres. Pratt. Had “F. B. W.” been so fortunate as to have been at Bumstead Hall, he would have seen there was nothing but unanimity there in regard to the election of the president.Bicyclers in this vicinity have had few interesting events this summer. Hot weather and dusty roads can account for much inactivity among them. At present they are having more opportunities to test their expertness, speed, and endurance at the county fairs than they can well take advantage of. There is a general complaint about the want of liberality and the kind of prizes offered for bicycle riding. While they ride much for the fun and glory, they are put to some loss of time and expense to attend these events, and think there are more desirable prizes than the thin gold or silver medal. An order for the amount of prize on some jewelry or bicycle establishment would enable them to select something of use as well as ornament. ...There seems to be a “long-felt want” for a set of rules for bicycle races, for the guidance of judges. It is hoped the L. A. W. Hand-Book will contain rules to cover cases that arise in racing....It is possible one or two 56-inch “Special Columbias” will be entered from here for the L. A. W. races

next month, but the owners will have to ride them more than they have done to hope for a good finish. Can you not give your readers a full description of the track that the L. A. W. races are to take place on? All who were at the Meet in Boston will need no urging to attend this meeting, but to others I would advise them to be there by all means. E. J. W.

PITTSBURG, PA., 13 September, 1881.

Cream City Curriculum.

Editor Bicycling World:—Another fortnight of elegant wheeling weather has passed away, much to the regret of the local bicyclists, who have been enjoying the pleasant moonlight spins along the Whitefish Bay boulevard. The roads leading to suburban resorts are in splendid shape, and of late several members of the club have "beefed" out to Lakeside or Waukesha, whichever way romantic fancy led them....Not long ago Mr. F. G. Stark had the misfortune to jolt the brazing of the front forks of his D. H. F. Premier apart, where they are joined together at the head; and the following day Mr. Charles E. Ilsley had a similar accident to his wheel, while passing over some rough pavement. Both machines are the 1879 pattern of D. H. F. Premiers, in which the two front forks are brazed at the head, while now they are made of *two* tubular pieces of steel, instead of *four*, as in the old make....P. H. Sercombe returned from Boston last Saturday, where he enjoyed a two-weeks' vacation with Mr. Eddy, of Flint, Mich. He says Eastern wheelmen, especially those hailing from Boston, and the Pope Manufacturing Company, are the most hospitable and genial gentlemen he ever met, and reports bicycling on Back Bay as the finest in the land....Elmer W. Irish, of the Detroit Bicycle Club, was welcomed by local wheelmen last week....The Milwaukee and Chicago Bicycle Club have received invitations to attend a race meeting at the Waukegan Fair, which takes place during the latter part of this month....This afternoon, Messrs. H. W. Rogers, F. L. Pierce, T. K. Birkhauser, H. O. Frank, W. B. Weller, A. C. Jones, and Howard Gilson left the city to attend the Jefferson County Fair at Jefferson, Wis., where they will participate in a prize drill and races....Mr. George Clark, a member of the "great unattached," now owns a 60-inch Standard. Although he measures but 36 inches, he has a patent crank attachment, by which he pedals the "infant" along at a surprising rate, at the same time looking like "a straddle-bug on a church steeple." ...Howard Gilson is touring through the State on his 36-inch Harvard; at last accounts he was stopping at Fond du Lac....H. O. Frank now bestrides a gracefully built 54-inch Matchless, the only machine of that description in the city; and those who have ridden it on our rough pavements speak very highly of easy motion, although the light $\frac{7}{8}$ -inch tire and unusual weight would not insure easy road-

riding....Local wheelmen rejoice greatly that one man has the *sand* to wheel from Chicago to Boston, and we all look forward to a full report of Mr. Cragin's run and condition of roads. Won't he be a little tin god on wheels?....We should like to hear of Mr. Wright's experience with his brass and copper plated wheel, as to durability, finish, and the necessary care of it. Also, how it compares with nickel plating....Mr. L. M. Richardson has a fine exhibit at the Industrial Exposition, now being held in this city; he is also negotiating for the use of the old steam supply house during the winter.Eastern wheelmen should come west to Wisconsin, the fine roads and low fares from Boston and New York offering extra inducements, and Milwaukee 'cyclers would be happy to see them.

CYCLUM.

MILWAUKEE, WIS., 13 September, 1881.

Montreal.

Editor Bicycling World:—Our funny men were in great force the other day. Some of us were looking at a machine that a Mr. Winter had brought out and wished to sell, when one f. m. remarked that Mr. "Winter" wanted that machine "summer"ily disposed of before the "fall;" while another f. m. said if he did he would have to "spring" around pretty sharp. They may be able to ride in two or three weeks, but it is very doubtful...."Jingling Johnny" has captured a good many feats of fancy riding, and now he excites our worthy captain's ire by insisting on his (the captain's) ordering us all to do this same fancy business while drilling; when, bless your heart, it is all some of us can do to keep in our saddles. J. J. will expatiate for hours (if he can get any person to listen to him) on the beauty of the "still mount" when performed in line by say sixteen men, not to mention the quite too utterness of the same sixteen coming along abreast with one foot each on the saddle, and the other waving cheerily in the breeze....I think our club presents as many contrasts as any I ever heard of. We have a rider weighing two hundred and twenty-five pounds, and one who kicks the beam at seventy. We have a rider who straddles a "56," and one who gracefully controls a "42." We have one as handsome as Adonis, and one whom the late lamented William S. must have had in view when he portrayed the beauties of Caliban. We have one with long legs and short body, and one with long body and short legs. We have one rider about forty-five years of age, and another who is not yet fourteen....I have just received my number of the BICYCLING WORLD, and I have taken notice of "Kanuck's" scurrilous attacks upon me; but I have not time to attend to him properly to-day. But let him beware! He is certainly a most "despicable" fellow. I must also omit an account of our voyages after glory and renown, when we went out to Terrebonne to race; but

will perhaps be able to tell you all about it in my next.

K. K.

Useful Prizes v. Medals.

MEDALS are doubtless very nice things to win and wear, but after a man has taken half a dozen or so he looks rather "too too" if he puts them all on; and by the time he wins a few more it becomes rather too much of a good thing, gets monotonous, and the whole lot is relegated to the box and remains there, representing a certain value from which there is no income or enjoyment. Finally they are lost, stolen, or given away, and no trace remains of the trouble and expense incurred in winning them. How much better it would be to replace the "white elephants" with something useful,—say gold and silver watches, stop-watches, jewelry, bicycles and bicycle material, subscriptions to bicycle publications, etc., etc.! Such prizes would be better appreciated by riders, and draw better and larger fields by offering inducements to good men to train.

Having contested in a number of races, I am now the happy (?) possessor of five gold medals, valued at \$125. On inquiry I find they probably cost in the vicinity of \$60, and the metal in them is valued at probably \$35 or \$40. I further find that my expenses incurred in the five races have exceeded the intrinsic value of the medals, and I have literally invested that amount in a very unproductive stock which I am not allowed to dispose of; and furthermore, every race I win henceforth is only adding to my original investment.

The system of winner's choice is growing rapidly in favor in England, and to some extent in this country. By this system the winner is given an order for the amount of his race prize, which is good at any one of a number of houses in different lines of business; jewelry, guns, or tackle, bicycles, tailor's goods, etc. In this way a man may select some article which he really wants, and which will be of some service and repay him for his trouble and expense. I sincerely hope this system will be adopted whenever possible henceforth, and particularly call the attention of fair managers to the subject, as worthy of consideration.

PRACTICAL.

BOSTON, 16 September, 1881.

Providence Bi. Club v. R. L. Lippitt.

Editor Bicycling World:—It has been my desire, all through the Lippitt trouble with the Providence Bicycle Club, to keep still, and not appear in print, either for or against. But the wholesale abuse which the gentleman who wrote the article signed "R. Lincoln Lippitt" heaps upon Mr. Cross in the WORLD, of 9 September calls for an answer of some kind, as many of the statements contained therein are not facts. From certain circumstances, which I do not feel it necessary to name in this article because of a personal nature, I know that the entry on the club records which

states that Mr. Thurber's resignation had been accepted was incorrect. At that meeting a secretary *pro tem.* had about all he wanted to attend to; a little later, Mr. Cross was elected as the permanent secretary, and on looking over the previous records saw this mistake. He spoke to one or two of the members in regard to it, and then drew a line through Mr. Thurber's name. It appears, however, by Lippitt's article, that the name was scratched or *erased*. Such is not the case, as the records will show to-day, and did show when Lippitt saw them weeks ago. There would be no need of any reply to Lippitt's article, if it were only to be read here in Providence, where Mr. Cross is known; but I cannot let a statement which is not a fact be read all over the country, without trying to correct it. Mr. Cross is incapable of doing what Lippitt's article implies that he did do, and it is very unfortunate, to say the least, that Lippitt did not consult either "Webster" or "Worcester" for the definition of the word *erase*,* before allowing his article to be printed.

ALBERT G. CARPENTER,
President Providence Bicycle Club.
PROVIDENCE, 17 September, 1881.

* Erasing or expunging, as applied to correction of revision of the records, does not necessarily imply literally effacing. A line drawn through or around the expunged words is the common method, as it defaces the page less. [ED. WORLD.]

RACE RULES.—The rules of the L. A. W. are not as definite concerning racing as they might be; but at the meeting held 18 September, 1880, the following definition was adopted: "An amateur is a person who has never competed in an open competition, or for a stake, or for public money, or for gate money; or under a false name, or with a professional for a prize, or where gate money is charged; or who has never personally taught or pursued bicycling or other athletic exercises as a means of livelihood. No person shall be disqualified under the preceding rule on account of being or having been a member of a firm, or an officer or stockholder of a corporation carrying on any business connected with bicycling, or on account of carrying on or being connected with any agency or riding school, or other branch of business relating to bicycles, provided he be not objected to under that rule."

The rules of the English Bicycle Union are now definite. They provide that a bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional by (a) Pursuing the art of riding the bicycle or any other athletic exercise as means of gaining livelihood. (b) Riding the bicycle or engaging in any athletic exercise for a money prize, or for gate money. (c) Accepting remuneration for riding the bicycle, or for engaging in any athletic exercise. (d) Accepting payment for training or coaching others for bicycle racing, or for any athletic exercise. (e) Receiving payment for services personally rendered in teaching bicycle riding. (f) Competing with

a professional bicyclist in public, or for a prize, according to paragraph 2 of the definition. Bicycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of the machine will be taken as infringement of the clause e.

L. A. W.

Amateur bicyclists everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50¢ each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

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

Bicyclists generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclists to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED.—Fred. S. Clark, Box 1214, Worcester, Mass.; Wm. L. Gale, 42 Washington street, Poughkeepsie, N. Y.; Frank J. Schwartz, 179 Mansion street, Poughkeepsie, N. Y.; Wm. J. Noel, 279 Main street, Poughkeepsie, N. Y.; Jas. H. Ostrander, 25 Washington street, Poughkeepsie, N. Y.; Park Fitchett, Box 454, Poughkeepsie, N. Y.; Herschel Mulford, Millville, N. J.; Wm. M. Baker, Jr., with Taylor, Thomas & Co., Summer street, Boston, Mass.; C. S. Williamson, Steelton, Dauphin Co., Pa.; Will. R. Pitman, 64 and 66 White street, New York City; John R. Blake, 26 West

19th street, New York City; Geo. I. Campbell, Bishop's College School, Lennoxville, Quebec, Canada; Herbert E. Judge, Cliff Cottage, St. Foye road, Quebec, Canada.

DAYTON BI. CLUB.—A. W. Gump, president; W. J. Rouse, secretary; G. F. Kuhns, treasurer; Chas. G. Stoddard, captain; S. S. Mott, sub-captain; Chas. Van Ausdale, J. E. Peirce, W. B. Patterson, Sidney A. Reeve, H. C. Gump, Frank M. Fritch, A. T. Whiteside.

ROCKINGHAM BI. CLUB.—Additional: Joseph T. Cunningham, Portsmouth, N. H.

MISSOURI BI. CLUB.—Additional: C. D. Comfort, D. C. Thatcher, J. S. Lehman, F. E. Hadley, Paul L. Montonnier, —all of St. Louis, Mo.

CHAMPION CITY BI. CLUB.—Additional: Levi Millice, Geo. A. Warder, Chas. Shepherd, C. E. Maxwell, Ed. Barrett, Frank Warder, Wilber F. Gunn, —all of Springfield, O.

CRESCENT BI. CLUB OF BOSTON.—Additional: Geo. W. Crocker, John F. Haseltine, —both of Boston.

FRAMINGHAM BI. CLUB.—Additional: Ora O. Davis, Framingham, Mass.

HILL CITY BI. CLUB.—Additional: John H. Bowen, Hillsborough, O.; Geo. Kramer, Hillsborough, O.

BOSTON BI. CLUB.—Additional: A. H. Estabrook, 225 Washington street, Boston, Mass.

A NEW WONDER.—When Col. Pope visited England a fortnight since, he was accompanied by Mr. Overman, who brought with him a tricycle of his own invention and construction. The latter was poor in the extreme, but notwithstanding this, it would perform some wonderful things. An open-fronted double driver, it would not tip up forwards, although he was seated exactly over the axles; he could work with either one or both feet, and take any length of stroke at will, and could always drive the outer wheel in turning, as well as keep his feet stationary when on a down gradient; but the most wonderful thing of all was the power it possessed for placing the wheels "dead" against the bottom of two steps, when with one pressure on the pedals he could drive it up over both steps on the space beyond. Mr. Overman's object in bringing it to England was to get some manufacturer to take it up in this country, having already made arrangements for its manufacture in the States; and we believe we are right in stating that one of our largest Coventry firms have come to an arrangement with him, and will produce it as soon as the tools and appliances can be got ready, so that it will probably appear as one of the novelties in tricyclic construction for 1882.—'Cyclist,' 31 August.

THE bicycle is just as easy to ride as a horse, and is far less expensive to keep, because it goes right straight along, with-

out stopping to eat or drink. It is true that some horses can be bought for three or four dollars apiece, which is less than what you have to pay for a good two-wheeler; but it should be borne in mind that such a horse is always in need of repairs of one kind or another, which makes it dearer in the end than a bicycle, without counting its feed. We have only arrived at this conclusion after a good deal of experience with both. We have not referred to the mule in this connection, because a mule is apt to stop in the middle of your journey, and throw you off where there are no houses or inhabitants. The mule is less reliable than either a horse or a bicycle.—*N. Y. Clipper.*

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can do it again, every time, for his name is John Shil-
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* Gong Bells.....	3 25
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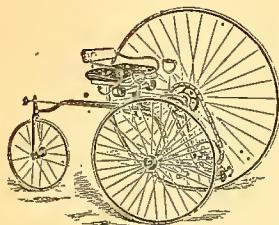
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