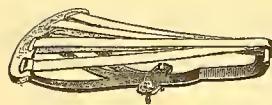


Central Park, and be unmolested; but the bicyclist, who can do n thing worse than upset, is promptly stopped at the gate. The restriction is utterly senseless, and should be removed. Our Park department can be trusted to make a laughing stock of itself without any assistance from the bicycle."

COMPLIMENTARY badges are being prepared by the entertainment committee for Messrs. Chandler and Allen, of Providence, and Mr. Rex Smith, of Washington, in recognition of their fine riding upon the evening of 30 May. Some souvenir of the occasion will also be presented to the Crescent Club, of Boston, and the Hermes, of Providence, for their excellent exhibition of club drill.

CAREFUL timing in races is a very important auxiliary, and one often overlooked. The remarkable accuracy of the Auburndale timers even in the split seconds, and the great convenience of timing the quarters as well as the whole distance raced, gives them a value which every wheelmen will appreciate. Every racing man should have one.

THE BICYCLING WORLD judges give the buglet to the Providence Club as "The best appearing club in line." The judges give favorable mention of the Boston, Manhattan, Massachusetts and New York clubs, crediting the first named with the neatest appearing uniform. The Providence men excelled in fine riding, as every one expected they would. It is wonderful what careful drilling and good punch will do!



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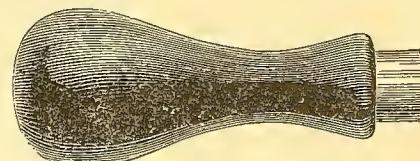
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business 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. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 17 JUNE, 1881.

A NATIONAL ORGANIZATION.—When we learn from Chicago that there is some talk of organizing a Northwestern Association, such as Chicago has started in other athletic branches, and when we see other evidences of a tendency to branch off from the L. A. W. into sectional parties, we feel that it is time to lay the real purposes of the League before the bicyclists of this country and to maintain its unity.

Where the annual Meet shall be held, from Boston to San Francisco, from St. Paul to New Orleans, is a matter of small moment when compared with the importance of centralizing the strength of wheelmen into one body which shall bind them together everywhere by social ties, and unite them wherever an aggressive or defensive stand is taken against public prejudice.

The vast extent of our country will ever interfere with the gathering together of wheelmen such as occurs at Hampton Court in England. In a country where half of the clubs can ride on their machines to the scene of action, and the other half be transported cheaply and in a few hours by rail, a place may be fixed for an annual Meet convenient to all.

Nearly all the great Meets in England are therefore fixtures, both as to time and place.

It may be necessary to establish more than one great League Meet in a year, in order to distribute the honor among wheelmen East and West. Such a procedure may at first seem unwise, but the unity and strength of the L. A. W. may yet hang upon that issue.

There is no need of disunity or of separation. There is no need of else than harmony; for every individual interest cannot be catered to, and League members, realizing this, should feel more ready to subordinate their own to the general good. The L. A. W. is founded on good principles, is ably officered, and should bind together the interests of wheelmen all over the country, just as our national government unites the strength of its States.

The League race meeting in the fall might be held where Western wheelmen could attend, and the occasion be made one similar to the spring business meeting, so far as a parade and social dinner is concerned. The same people might not attend both Meets, but there might be quite as large a gathering in the fall as there was in Boston 30 May. The location of the fall races must, by the L. A. W. rules, be decided upon two months in advance; and as it bids fair to be settled by the directors within the next three weeks, it should come under public discussion immediately.

As far as we know, and we have had opportunity of knowing, there is no disposition on the part of Boston wheelmen to have the Meet in this city or near it for a great many years to come. They made a stirring endeavor to make the gathering a great one, and they succeeded, but in the future they prefer to enjoy the Meet without weeks of work in preparing for it.

But the complaint that it was not a national one, simply because it was held at a point so far East, is not reasonable in view of the large attendance, and in view of the fact that nearly every State in the Union where bicycling has any followers was represented. From Illinois and Kentucky to Maine, the wheelmen sent delegations.

We should like to have the matter as well talked of as was the location of the spring meeting, and as capably decided upon. We should like especially to hear from Western wheelmen.

RIGHTS IN CENTRAL PARK.

WE give below the text of the petition now in the hands of the Board of Park Commissioners in New York City, and the statement of Charles E. Pratt, president L. A. W., appended. Following this are the statements of various prominent gentlemen and city officials from Portland, Me., to Detroit, Mich., all supporting the use of bicycles upon public roads. These we purpose giving in the near future, together with some interesting statements never published.

PETITION.

To the Honorable Board of Commissioners of the Central Park of the City of New York:—Respectfully petition and represent the undersigned that they are officers of the League of American Wheelmen, a national organization of gentlemen using bicycles as carriages, having a large number of members, residing and carrying on business in New York City, some of whom are members of the local bicycle clubs, and some of whom are not; that they are aware of a petition addressed to your honorable Board, signed by the officers of the local clubs, and asking that the restrictions upon the use of the bicycle as a pleasure carriage in Central Park may be modified, and in part removed; that they wish to join in aid of that petition on behalf of the bicyclists whom they represent; and they therefore pray your honorable Board to take such action as in your judgment shall seem just and reasonable, to the end that, under suitable regulations, those riding the bicycle as a pleasure carriage may have such use of the Park as will allow them at least ingress and egress, and a passage through.

Your petitioners respectfully invite your consideration of the official and other statements annexed hereto.

CHARLES E. PRATT,
President L. A. W.
ALBERT S. PARSONS,
Cor. Sec'y L. A. W.
C. K. MUNROE,
Commander L. A. W.
W. F. GULLEN,
Director L. A. W.
L. H. JOHNSON,
Director L. A. W.

STATEMENTS.

[OF CHARLES E. PRATT, ESQ., President
L. A. W.]

29 PEMBERTON SQUARE,
BOSTON, MASS., 29 April, 1881.

To the Honorable Commissioners of Central Park: Gentlemen,—Being hereto requested by the petitioners, and desirous of promoting the reasonable and beneficial use of the bicycle, and the privileges of those who ride it, I respectfully offer the following statement:—

Velocipedes, or manumotive and pedimotive carriages, have been in use on the highways for more than a century, the first full and authentic description of which I

am aware, dating from the year 1769. They have been the subject of United States patents since 26 June, 1819. The use by men of *two-wheeled* velocipedes on American highways to a considerable extent, as a vehicle, and an aid to locomotion, dates from about 1820. The specific form and structure of velocipede known as the "bicycle" dates, however, from about 1869, since which time it has been in constant and general use in Great Britain, France, and other countries. The number of bicycles actually in use at the present time in England, as nearly as I can ascertain, is about 200,000; the number in use in London alone being about 50,000. The manufacture of it is one of the large industries of England, where there are several hundred factories employing thousands of workmen, and with an investment of millions of capital. The bicycle is there used not only by professional men and business men and clerks and messengers and the postmen, as a practical every-day vehicle, but it has been used and is used by thousands throughout all the countries of Europe for touring purposes. The introduction here, to any considerable extent, of the bicycle proper, dates from the fall of 1877; although prior to that time, and for several years, bicycles had been used in different places in the United States.

It has now become the subject of a large home industry, and of a large importing business; hundreds of thousands of dollars being invested by different firms and companies in different cities of the United States.

In all of the Northern States, and in several of the Southern States, the bicycle is in constant use, both as a practical vehicle and as a pleasure carriage. It has been used on tours and excursions in and through most of the cities, and many towns, in at least twenty of the States.

The bicycle clubs include in their membership, according to my best information and judgment, about one fifth of the number of actual owners of bicycles in this country; and there are about 130 clubs, with an aggregate membership of something more than 2,500. From my best information, derived from reliable sources, I estimate the number of owners of machines in the United States at something over 8,000; of these there are in and about the city of New York about 500: and as bicycles are kept for hire like other carriages, the number of those who use them is a great deal larger. I am informed and believe that the number of riders of the bicycle in New York City is about 2,000. In these estimates I refer only to the gentleman's bicycle, and take no account of boys and youth, who ride either two-wheeled or three-wheel vehicles of smaller size. In many of our cities the bicycle has been in frequent and constant use to the number of hundreds now for about three years, and in all such cities it has gained a recognition as a useful and practical vehicle, and the number of those who use it is

constantly increasing. It was decided by the Department of Justice in Washington, upon a question of duties, to be a carriage; it has been held on appeal to the Court of Queen's Bench in England to be a carriage; it has been in the inferior courts of England, and in this country, in two or three cases in which that question has arisen, always held to be a carriage, and entitled to the privileges of carriages.

In Providence, Hartford, Brooklyn, and other places where restrictions upon its use in the streets were, in the first apprehensions arising from its introduction, imposed, the city authorities, upon consideration of the question and consultation with legal advisers, have removed such restrictions; and, practically, throughout the country, its use on the streets is subject to the same restrictions as apply to other carriages. In the larger public parks there have been more restrictions imposed, but these have been from time to time modified and reduced.

In my experience, of more than three years, riding at all times of day and evening, on business streets and pleasure drives and country roads in this and other cities, and in towns and villages, meeting and passing thousands of horses, I have never caused a fright or an accident, and have never seen, except in two instances, any running of horses at the sight of bicycles. My experience is, that although drivers are sometimes frightened, and until they become accustomed to meeting bicycles, naturally feel apprehensive, there is no difficulty with the horses; any horse that is not vicious and is well trained has but to see a bicycle once or twice to recognize it ever after as a harmless object on the streets; and any driver, with little pains, who is afraid of the effect of bicycling upon his horse, may accustom his horse to the sight of it under circumstances precluding accidents. Yet I am aware that accidents have been caused by fright at bicycles: the instances, however, are comparatively few; and it is to be remembered that accidents are caused by many other things, against which no objection is raised on that account, and they usually arise from carelessness and neglect, incident to the control of horses from time immemorial.

The effect of the use of bicycles upon the horse-driving communities in different places may be understood from statements of high city officials, which I have asked and received by correspondence, and submit appended hereto just as I have received them, and including all that I have received, together with a few brief statements from bicyclers of wide experience, and of such social and business standing in the communities where they live as to entitle their statements to great weight. In the city of Newport, R. I., there had been restrictions against bicycle riding on Bellevue avenue and a few of the principal streets; but the freedom of the whole city was granted for

three days last year for an assembly of wheelmen, and there were 150 riders in the city, many of them riding in company on all the streets, and at all times of the day and evening, during those three days. One hundred and forty of them paraded through the principal streets together on one of those days, which, being Decoration day, was a public holiday, and the streets were full of pleasure carriages. Not an accident happened on account of the presence of bicycle riders, and I am informed that since that time the restrictions have not been enforced. The statement of Mr. Burdic, mayor of Newport at that time, is among those annexed. In the city of Worcester, Mass., on one of the days of a county fair last year, 130 riders paraded through the streets, and no accident occurred. The statements of the then officers of that city are also annexed.

The Boston Driving and Athletic Association is an organization of gentlemen owning and using fine stock in horses, and trotting grounds known as Beacon Park. Last year they opened these grounds to the almost daily use of wheelmen, constructed a cinder track for bicycling inside the trotting track, promoted bicycle races there, and the practising of trotters and with bicycles goes on there at the same times, with no accident and no inconvenience. The sentiment of the owners of the finest and fleetest horses about Boston was fairly expressed by one of the prominent officers of that association in the remark, "If any of my horses is afraid of a bicycle, I want to get rid of him. The bicycle is a good thing, and will continue with us. I would encourage its use as much as that of horses."

I think the admission of bicycles to the driveways of Central Park would not only be an act of justice and public benefaction, but would cause no danger or inconvenience to any other frequenters there, and would shortly be approved by those who are now most apprehensive.

Very respectfully,
CHARLES E. PRATT,
Pres. League of American Wheelmen.

COASTING ON THE JERSEY HILLS.

I suppose that title may be allowed to cover the last four days of my September tour, though only the last two days of it led through the State of New Jersey, and only the last day of it gave a chance for much coasting. On 24 September, at 4 P. M., I made a start on the rough wooden pavements of Binghamton, and two hours later, when darkness stopped my riding, I had progressed only eight miles towards Great Bend, my objective point. I reached the Godfrey House there, seven miles beyond, at 8.37 o'clock, having made one or two brief mounts when the moonlight allowed. I think the latter half of this road would have made fair wheeling by daylight, but much of the first half of it was unridable because of the deep dust and abundant stones.

Taking train at 4 o'clock next morning for a four-hours' ride to Port Jervis, I breakfasted there, assumed my last clean suit, and sent my valise home to New York. Then at 9.30 I began to propel my wheel southward, down the beautiful valley of the Delaware, over the well-known track made of powdered rock that has been sifted out from the overhanging cliffs. Six hours from the start, having made a few detours, and stopped for dinner at the Half-Way House, from 1 to 2 o'clock, I reached the bridge at Bushkill, $29\frac{1}{2}$ miles. Four miles and three quarters beyond, at the cross roads by Jim Price's house, I turned to the left, having walked most of this distance save the last mile. Then the roads gradually improved, so that in my last hour of daylight I accomplished upwards of five miles. An hour later, at 7.30 P. M., I reached the Kitty-something or other Hotel, at the Delaware Water Gap, 41 miles from the start at Port Jarvis. This last $3\frac{1}{2}$ miles, which I walked in the darkness, would probably have been good riding by daylight.

Starting at 8.45 o'clock next morning, I accomplished $30\frac{1}{2}$ miles before 7 P. M., when I stopped at the hotel in Stanhope, N. J. This day's experience, like that of the second afternoon previous, bore a close resemblance to the Irishman's with the sedan chair whose bottom was gone,— "Except for the name of it, I'd about as lief walk." I mention the route in order to warn all bicyclers against these particular "Jersey hills," where there is no "coasting" at all, and only precious little riding of any sort. I stopped an hour for dinner at Blairstown, and made another pause at Johnsonsbury, five miles on. The next five-mile stretch, to Alamoochy, supplied the best riding of the day. Then followed a three-mile walk up and down the mountain too Waterloo, then a two-mile ride, and finally a two-mile tramp on the canal tow-path to Stanhope.

I left Stanhope at 6.15 A. M., on the 24th, and went to Drakesville, whence I had a couple of miles of good sidewalk riding through McCainsville, till I turned off on the left at the post which said "4 m. to Dover." I reached the hotel there at 9 o'clock, ten miles and a half from the start, and stopped forty minutes for breakfast. Thence through Rockaway, Denville and Persippany, where I went astray from the main track, until at 1.10 P. M., 22 miles from the start, I reached the post which said "16 m. to Newark." After this the roads began to improve somewhat, allowing me to do more riding than walking, and in three quarters of an hour I reached Pine Brook post-office, which is the end of the stage route from Newark. Just beyond here was a tavern where I secured a comfortable lunch, and then, at 2.30 P. M., I began upon my first real riding of the day. So pleasant did it seem to be on a smooth track once more that I circled about for several miles at haphazard on the avenues of Orange before finally setting my face

towards the big city, where I ended up the day with a spin around the fountain in Washington Square, at 7.30 P. M., 53 miles from the start. This made $187\frac{1}{2}$ miles for the last five days (say an average of 37 miles), and 495 miles for the fifteen riding days of my tour, which began at Schenectady on the 6th of September.

Having finished the foregoing preface, and given warning against the many bad paths that are to be shunned, I will now really say something in justification of my title, and in praise of the good hills of Jersey, among which I have this day again enjoyed 50 miles of wheeling,— much of it with "legs over handles." All metropolitan wheelmen know in a general way that there are very good roads "out among the Oranges," but none of the resident Orangemen seem ever to have made public any minute reports concerning the special attractions of those roads. Let me therefore begin my description by saying that four main thoroughfares extend westward from the brow of the hill in Newark; namely, South Orange avenue, Central avenue, Park avenue, and Bloomfield avenue.

Their general course is parallel, and they are connected, about four miles on, by the Valley road, running at the base of the so-called Orange Mountain. Park and Central avenues are perhaps the smoothest; and there are two other macadamized roads for some distance parallel to them; namely, Main street, through which run the horse-car tracks, and Sussex avenue. The four most important of the cross or connecting streets, in addition to the Valley road, are the following, named in the order in which one meets them in riding out Park avenue from Newark: First, Grove street, which extends south to Main; second, Arlington avenue, which extends to Central avenue; third, Park street, which goes to Main, whence, a few rods west, Harrison street is a continuation of it, across Central avenue to Central street, by which one may return to Central avenue, and then to Main street. Harrison street extends to South Orange avenue, and so does the street next east of Arlington avenue, but the last few rods of each extension are unpaved. The most easterly connection between Park and Central avenues is through Rose street, whose macadam is not specially good, and in some sections is entirely lacking.

All the avenues and most of the streets that have been named offer extraordinary facilities for coasting, in both directions. The same may be said of Prospect street, through which one rides northward to connect with Bloomfield avenue. The latter leads through Bloomfield, Montclair, Franklin, Verona, and Caldwell to Pine Brook, before described as situated about 14 miles from Newark. Nearly all the track is either up grade or else down, so that most of the distance may be coasted, either going or returning. I think all the hills can be ridden up. I myself, on

Wednesday last, mounted the Montclair hill, which is the longest of any, though I have oftener walked up it. From its top, one may coast continuously, for two miles and more, down to Bloomfield, except that the pedals have to be worked for a few rods, in the case of two or three short ascents. Beyond Montclair there are facilities for up-hill racing such as I have never seen other roads afford. Several bicyclers could here compete abreast, if need be, on perfectly equal terms. On this westward route, also, there is one particularly smooth stretch, where a rider may coast for a mile down a grade so gentle that the return trip is hardly thought of as an ascent. If the excitement of a lightning-like flight through the air is desired, however, there are plenty of steep hills where it may be had, and had without danger of any obstacle's sudden appearance at a cross road. On these little Jersey "mountains," in other words, coasting congenial to all tastes is attainable. The perils of the pastime are reduced to the minimum, the pleasures thereof are increased to the maximum. All the New York wheelmen who enjoy the legs-over-handles business ought to take at least one day's "outing" each season among these self-same hills.

KOL KRON.

WASHINGTON SQUARE, N. Y., 30 April, 1881.

A CURIOUS VIEW OF BICYCLING.

BY TWO PEANUT PRINCES IN DISGUISE.

A free translation from an Italian letter.

MY most gracious Pierrot, I once again salute you. . . . Upon arriving in New York we immediately took the steamer for Boston, the capital of the United States. We landed on the outskirts, about sixty miles away, and proceeded by railway to the centre of the city. As we approached I saw from the car window the remarkable spectacle of men riding on the top of big wheels without support of any kind. I inquired of the conductor, "What is it?" but he seemed irritated, and went out, presumably to ascertain, but he has not been seen since. One of the passengers kindly directed us to the Brunswick Beanery, where we might have opportunity to meet the riders of these phantom wheels.

I found the gentlemen to be men deserving the name in every good sense; and for the first time since visiting America, I realized how strongly our national religion has bound men together even in this far-off land. They were all deeply and profoundly religious, inasmuch as they were all deeply and profoundly devoted to the Pope.

Many of them had a curious way of prostrating themselves suddenly before the machines, but this we more readily understood when we found that the vehicles were engraved with the name of the Pope.

Some of the more devout sit up all night turning around a cylindrical box, which they call a cyclometer, which

seems to answer the same purpose as telling the beads in our country. They call it "getting up a record."

There has just been an annual meeting of these religious devotees in honor of the Pope, where they bound themselves hand and foot to his spiritual and temporal throne. It was beautiful to witness such meek and lowly submission to the behest of this one power. They all had implicit confidence in the golden promises of the Pope, especially those who were under his cardinal. His Reverence might have been put to great expense by this meeting in his honor; but I learned that so zealous are these men to fill his coffers that what little *waste* there was *they* paid for. How sweet and saintlike is this simple faith in him!

The gathering of the faithful was held in Bumstead chapel, which was filled for the occasion with the smoke of incense. The elected were there, and a few hundred of the unelected. After an eloquent sermon by the Grand Cardinal, which inspired every one with a realization of the goodness of the Pope, thanksgivings and praise were indulged in by the believing, and silent invocations by the unbelieving (the unbelieving had been invited in that they might be sanctified). The Grand Cardinal, with great humility, arose and murmured that the holy mantle should descend upon some one more deserving; that he should retire from office in favor of some one who was more of a commander, or in favor of some dispensation of Providence.

This action was received with great approbation; but when the Cardinal received a telegraphic wink from the Pope, all his diplomatic power was exerted to keep his office.

He kept it.

And he will keep it as long as the Pope winks.

Dear Pierrot, my taper burns low and I must bid you adieu. You may, however, feel assured that the men who ride the wheel in this country will always bow to the rule of the Pontiff.

BERNARD.

ROOM FOR IMPROVEMENT IN THE LEAGUE PARADE.

UNFORTUNATELY (for the ladies) I was unable to participate in the League parade, but I had the pleasure of seeing it all, and of admiring the business-like arrangements made by the different committees. Being an onlooker, free from the excitement of getting into line, and the anxiety lest my stockings should come down, I had ample time to calmly look about; and naturally, as a result of my observations, a few suggestions cropped up, which I make bold to place before your readers.

It seems to me an organization comprising 1,700 members should possess a banner to sail under; something to hang on the outer wall, as it were. Beyond a large gathering of gentlemen in small-clothes, the Brunswick displayed nothing to indicate it was the headquarters of the

L. A. W. Now, if every member should contribute 50 cents, we could have a set of colors for the next Meet. If the suggestion finds favor with the League, I would further suggest that contributions be sent to Mr. E. C. Hodges; and if we have not already chosen colors, that the selection of the same be left to the officers. For my part, I favor a white silk field with our badge embroidered upon it in gold.

I do not wish to strike dismay into the hearts of the prettily uniformed clubs, nor to sadden the souls of the individuals who looked as though they thought the whole of Boston was gazing at them; but one fact was self-evident to my mind,—to one not personally interested in the show, the parade was about as monotonous as it could be. Understand me, I was interested and pleased, but there were those about me who openly declared the affair as "flat, stale, and unprofitable." This was due to various causes. First, the men rode too fast and slovenly. A body of cavalry rushing helter-skelter down the street does not impress one half so much as a company of foot soldiers marching in regular time and with perfect lines. Second, there was not enough variety in the uniforms. There was a good contrast between the Manhattan, Boston, and New York clubs, and the gentlemen in white, I think from Brockton; but the other clubs, as a rule, were very similar in appearance. This lack of variety will probably remedy itself before the next parade, as the clubs seem to be striving for originality in costumes. Third, there was no music. This should not be. If a band can play on horseback, surely it should be able to perform on triocycles, where the motion is much less, and where but one person would be required to guide the horses of every two musicians. Six triocycles would accommodate twelve musicians; twelve pieces of music at the head of each division would keep the riders in better form and be most pleasing to the sight-seers.

If the League numbers 4,000 members before the 30th of next May, as a gentleman at the business meeting thought it would, I believe the greater part of the additional membership will come from the West, and not the East. In order to obtain a good representation from cities at a great distance from the Meet, I would suggest that a system of mileage be established, and a portion of the expenses of one delegate from each club hailing from beyond a certain number of miles be paid out of the League funds. This would insure us a representative from San Francisco and other large far-away cities.

Two hundred and some odd dollars in the treasury,—does not this sound rather small? Let each member be assessed \$1.00, and have the whole salted down as a sinking fund. This will give us more substance when we are obliged to give the condition of our finances to the press, and will make us appear a more important body in the eyes of the public.

I could write a wee bit on the absurdity of making members register before voting at the business meeting; but I am not a growler, — only one who feels interested in the L. A. W., and who offers his brilliant ideas hoping they they will at least be considered

HALF BRIGHT.

NEW JERSEY, 9 June, 1881.

WHEEL CLUB DOINGS

BRUNSWICK.—On the 3d inst. we formed a bicycle club here, to be known as the "Brunswick Bicycle Club." We have seven charter members, and soon expect to swell our numbers. D. H. Merritt, president; P. Dumont, captain; Elliott Mason, secretary and treasurer. Uniform and colors not yet decided upon.

ELLIOTT MASON, Sec'y.

NEW BRUNSWICK, N. J., 4 June.

ERIE.—*O tempora! O Mores! O Moses!!* And now comes the never-to-be-suppressed Adam Forepaugh, with flaming posters depicting the arenic gyrations, among a lot of black wooden bottles, of Mlle. Birotate, in pink tights and scarlet trunks, mounted on a bicycle and balancing a saucer of scalding bean-soup, or sulphur, or something or other, on her nose! Thus rolls our pride and our heart's care down into the depths of forensic corruption, lemonade, monkey odor, and sawdust. To think the shrine at which we worship, the new creation we have wed, the sweet circle of our affection, should lower itself to the level of the lackey of the elephant, is just a little too much for quiet natures to stand. It disturbs our equanimity, and makes us tumultuous,—perhaps not too-mutuous, but just mutuous enough, and we here-with beg to call the attention of the L. A. W. to the matter, and request them to put a "header" on its continuance. Otherwise our local affairs are undisturbed, and our wheels roll on and on as silently and peacefully as the secretary's slumber.

WHIP.

ERIE, PA., 3 June, 1881.

ARIEL BI. CLUB.—*Editor Bicycling World:*—Six members of the Ariel Bicyclⁿ Club were represented at the first season's run of the Milwaukee Bicycⁿle Club. The start was from Prospect avenue, where a photograph was taken of the clubs, twenty-seven members being in line; then to Waukesha, a distance of eighteen miles; which was reached at 7.20, after a hot and dusty ride; thence the next morning to Oconomowoc, twenty-one miles, which was made in four hours, owing to the poor roads and frequent dismounts. The next morning the start from Oconomowoc was made at 8 o'clock, and Lakeside was reached at 10.30, twelve miles. At 3 o'clock the start was begun to Milwaukee, twenty-five miles, which was reached at 7.20, one mile being done in five minutes. To say that an elegant time was enjoyed is putting it mildly. We found the Milwaukee boys a splendid lot of fellows, and hope to see them all again on the 4th. Two of our number, Messrs. Walker

and Fuller, leave us on the 8th for an extended tour in England and on the Continent.

We were disappointed in not being represented at the League Meet, but were gratified to hear that a Chicago man holds the vice-presidency of the same. We would like very much to see the next meeting of the League in Chicago. There are a great many new riders springing up in this part of the country every day, and by the time for the next meeting we hope to show as many riders in the Northwest, as there are in the New England States.

There has been some talk of organizing a Northwestern Bicycle Association, by the Milwaukee and other clubs, at their 4th of July "Meet," and if the League is held every year in the East, this will probably be done.

BOB STAY.

CHICAGO, 3 June.

MILWAUKEE BICYCLE CLUB, 1881.

The Second Annual Meet and Run of the Milwaukee Bicycle Club will be held 2, 3 and 4 July, 1881.

THE MEET.

The meet will be at Prospect Avenue Park, on Saturday, 2 July, at 1.30 P.M.

THE RUN.

The run will start immediately on formation of the line.

ROUTE.

Saturday, 2 July.—From Milwaukee, via Wauwatosa, Brookfield, and Pewaukee, to Lakeside, 24 miles.

Sunday, 3 July.—From Lakeside, via Nashotah, to Oconomowoc, 12 miles.

Monday, 4 July.—From Oconomowoc, via North Lake and the Mission, to Nagawicka, (lunch,) Nemahbin Lakes, and return to Oconomowoc, 28 miles.

SOCIAL.

On Saturday evening, a hop will be given for the bicycle party, at Lakeside, and the start from there will be on Sunday, at three o'clock P.M.

It is expected that all bicyclers will "hop" in knee-breeches.

On Monday evening, 4 July, a grand bicycle ball will be given at the Townsend House, Oconomowoc, at which time the run will disband.

TOURING PARTIES.

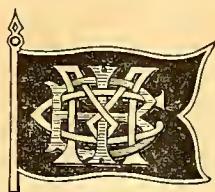
A number of touring parties will probably be formed, who will continue in runs around Oconomowoc.

THE RETURN.

The return to Milwaukee by the party will be by cars, Tuesday morning. Extra baggage cars will be secured for transportation of wheels.

ARRIVALS.

Parties from a distance will please notify the secretary of the probable date and time of their arrival in Milwaukee, that they may be properly met and cared for by the Reception Committee.



MILWAUKEE BICYCLE CLUB.

Organized April, 1880.

You are cordially invited to attend the Second Annual Meet of the Milwaukee Bicycle Club, July 2, 3, and 4, 1881.

ANGUS S. HIBBARD, Sec.

An answer is requested.

MILWAUKEE BICYCLE CLUB.

OFFICERS FOR 1881.

President	LEM. ELLSWORTH.	Vice-President . . .	A. A. HATHAWAY.
Secretary	A. S. HIBBARD.	Treasurer	F. G. STARK.

DIRECTORS.

D. G. ROGERS.	H. C. REED.	A. J. BEAUMONT.
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ROAD OFFICERS.

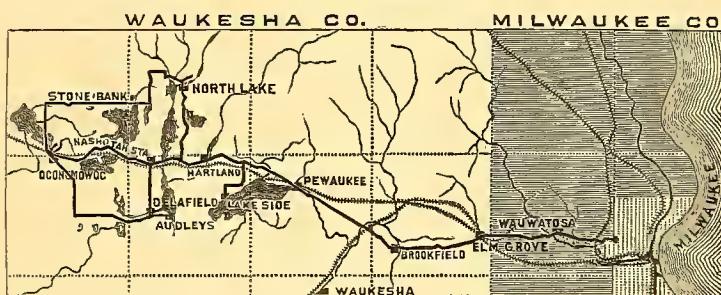
Captain	A. A. HATHAWAY.	Sub-Captain	F. H. BROWNE.
First Lieut. . . .	A. S. HIBBARD.	Third Lieut. . . .	E. A. CHAPMAN.
Second Lieut. . . .	H. W. ROGERS.	Fourth Lieut. . . .	F. L. PIERCE.

BUGLERS.

F. G. STARK.	C. H. MOSES.	T. H. BIRKHAUSER.
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RECEPTION COMMITTEE.

C. H. MOSES.	H. C. HASKINS.	BEN. K. MILLER, JR.	H. C. REED.
A. J. BEAUMONT.		D. G. ROGERS.	F. G. STARK.



BAGGAGE.

It is requested that each rider will limit his baggage to one satchel, which will be carried on the run by baggage wagons. Baggage will be called for at depots, the club rooms, or at the Meet.

EXPENSES.

The total expenses for each rider on the run will be seven dollars, which amount will be collected by the secretary at the start. To riders not continuing on the entire run, the proper refund will be made.

ROAD RULES.

The regular bugle whistle and Hand Code of Signals of the Milwaukee Club will be used, as follows:

Reveille, Stable Call, Assembly, Quick-step, Retreat, Mess, Attention, and Tattoo will be sounded by the bugle. All other orders given by whistle and hand signals.

BUGLE CALLS.

Reveille — To be sounded first thing in the morning.

Stable Call — To be sounded to oil machine, etc., for day's run.

Assembly — To be sounded to fall in.

Quickstep — To be sounded at captain's discretion. Conveys no order.

Retreat — To be sounded to announce completion of day's run.

Mess — To be sounded to summon to any meal.

Tattoo — To be sounded to retire for the night.

Attention — To be sounded before an order.

WHISTLE CODE.

One long whistle — Mount.

One short whistle — Single file.

Two short whistles — Double file.

Four short whistles — Four in file.

Three short whistles — Dismount and halt.

Two long whistles — Slacken speed.

Six short whistles — Increase speed.

One short and one long whistle repeated three times — Dismount and walk. (Repeat three times.)

One long, two short, and one long again, repeated three times — Ride at ease. (Repeat three times.)

HAND SIGNALS.

Right hand held out — For extended order.

Left hand held out — For closing up.
Left hand held up with handkerchief — Sudden halt. Danger.

Riders will please exercise great care in passing hilly or rough places, allowing a good safe distance between wheels.

A premium is offered for the first header.

PHOTOGRAPH.

Arrangements will be made to secure a good photograph of the meet at Milwaukee.

A. S. HIBBARD, Sec'y.
No. 50 CHAMBER OF COMMERCE, MILWAUKEE.

RACES

THE CAPITAL BI. CLUB is sending out invitations for its second annual races, which will take place at Iowa Circle, on Saturday, 18 June, at 5 o'clock.

The races will be as follows: Quarter-mile, one-mile, and five-mile, open to club members only; one-mile and three-mile, open to all; and one-mile for boys on wooden machines.

The prizes for of the "open to all" races will be a gold medal valued at \$15. For these races an entrance fee of 50 cents will be required, and no entries will be received after 15 June.

The Iowa Circle track is one quarter mile in length, about thirty feet wide, perfectly level, and the surface is good concrete. Arrangements have been made for a sufficient police force to keep the track clear and preserve order.

On the following day (Sunday), there will be two "runs," one of which will include the celebrated Soldiers' Home Park. The famous concrete streets of Washington, of which there are more than forty lineal miles, and the beautiful surrounding country, offer unequalled attractions to the bicycler; and the easy means of access by cars or boat, together with the races, will fully repay visitors for the expense and loss of a little time from business incident to accepting this invitation.

The club-rooms of the Capital Club will always be open to visiting wheelmen, who will be afforded every convenience and all assistance within the power of the club. Good hotel accommodations can be had near the club-room at \$2.50 per day.

All entries and correspondence should be addressed to the secretary, Edwin H. Fowler, 7 Grant place, Washington, D. C.

DUNKIRK. — *Editor Bicycling World*: — I am requested by the Agricultural Society of Northern Chautauqua to invite all members of the League of American Wheelmen to take part in their amateur bicycle races in Dunkirk, N. Y., 4 July, 1881.

The Society have a fine half-mile trotting course, and propose to roll a strip around it smooth and hard for the bicyclers.

They propose to have three races, half-mile, mile, and three-mile, open to League

members only, and offer three gold medals, suitably engraved, — one for the winner in each race. Entrance, free; but all contestants will be required to exhibit to the committee evidence of membership in the League of American Wheelmen on the day of the races.

Gentlemen proposing to enter any of these races are requested to communicate that fact, with size and make of wheel, to the undersigned as a matter of convenience, though such notification will not be required. Yours truly,

GEO. E. BLACKHAM.
DUNKIRK, N. Y., 11 June, 1881.

L. A. W.

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

Admission fee is \$1.00 for individuals; 50c. 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 Dilwyn Wistar, 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.

Bicyclers 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 bicyclers to join.

Circulars, etc., regarding the league will be sent to any address or 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.

CRESCENT CLUB, of Boston. — Additional: Albert Stanwood, Jr., Gaston street.

BOSTON BI. CLUB. — Additional: J. W. Mackintosh, 42 Congress street; F. P. Vinton, 1 Mt. Vernon street; J. J. Bannigan, 69 Pearl street, all of Boston; C. L. Clark, Newton, Mass.

BROOKLYN BI. CLUB. — Additional: F. A. Nast, 70 Pineapple street, Brooklyn, N. Y.

ADVENTURE BI. CLUB. — Geo. M. Allen, 41 W. 56th street, New York City; Henry Burden, 28 2d street, Troy, N. Y.; T. B. Burnham, 128 5th avenue, New York City; E. V. Connell, Jr., South Orange, N. J.; E. R. Connell, South Orange, N. J.; W. H. Churchill, Sing Sing, N. Y.; G. G. Haven, Jr., 238 Madison avenue, New York City; James Humphrey, 35 W. 45th street, New York City; H. G. Martine, 28 W. 32d street, New York City; Alonzo McConilis, 4 Washington place, New York City; G. W. Ewing, 113 Main street, Fort Wayne, Ind.; Clarence M. Mitchell, 43 Wall street, New York City; Townsend Smith, 5 W. 32d street, New York City; H. P. Taiter, Newport, R. I.; J. M. Thomas, 294 5th avenue, New York City.

THE THORNDIKE BI. CLUB, BEVERLY, MASS. Formed April 19, 1881. — Captain, N. Tyler Morse; president, George H. Blake; vice-president, Henry F. Woodbury; secretary and treasurer, Frank W. Ober; Edmund Putnam, Louis L. Dodge, Alfred H. Larcom, Frank Woodbury, George Y. Allen, William A. Webber, Chas. J. Baker, Chas. I. Giddings, U. G. Haskel, Granger Whitney, Eugene W. Davis, Harry S. Williams.

NORWICH BI. CLUB. — Edward Howard, Norwich, Conn.; Winslow T. Williams, Yantic, Conn.; James F. Carew, Norwich, Conn.; Winthrop Turney, Norwich, Conn.; Charles R. Butts, Norwich, Conn.

SOUTHBRIDGE BI. CLUB. — We the undersigned wish to become members of the L. A. W.: George M. Lovell, Horace W. Bacon, Jr., Chauncy D. Rose, Charles D. Barker, Newton E. Putney, David A. Reeves, Jr., all of Southbridge.

UNATTACHED. — Leicester Sargent, care of Sargent & Co., New Haven, Conn.; Clarence M. Conklin, 123 Chapel street, New Haven, Conn.; Harry Dickerman, 36 West street, Boston; Abbott Lawrence, 64 Central street, Lynn, Mass.; George C. Sherman, with Watertown Steam Engine Company, Watertown, N. Y.; Albert B. Porter, 501 No. Tennessee street, Indianapolis, Ind.; Greenleaf W. Metcalf, No. 1 Allston court, Cambridgeport, Mass.; George S. Perry, 91 Chauncy street, Boston; Chas. F. Ayer, Lowell, Mass.; Harrison B. Young, 126 Berkeley street, Boston; T. M. Everett, 48 Congress street, Boston; Wm. F. Ellis, St. Thomas, Ont.; W. A. Whiting, 2103 Vine street, Philadelphia, Pa.

Attention is called to the following rule:

"MEMBERSHIP FEES. — Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his

old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the Corresponding Secretary."

This rule applies to all persons whose names were published in the WORLD, on or before 13 May, and who consequently were members of the League, 30 May. The League year ends 31 May.

The treasurer's address is, Dillwyn Wistar, No. 233 North 10th street, Philadelphia, Pa.

REPORT OF THE CORRESPONDING SECRETARY, L. A. W.

To the Members of the League of American Wheelmen: Gentlemen,—Upon the completion of the year since the formation of the League, the corresponding secretary begs to congratulate you upon a membership of 1,571, and upon applications received to this date to the number of 1,654.

From the day of the organization of the League at Newport, Rhode Island, 31 May, 1880, these applications have been steadily pouring in, distributed through the months as follows:—

In June, 1880, 192; July, 173; August, 125; September, 145; October, 168; November, 80; December, 23; January, 1881, 46; February, 64; March, 191; April, 244; May, 203.

These applications include 82 clubs, with a total membership of 1,340, an average of 16 members to a club.

The largest club is the Boston,—the first club formed in America, and the first to join the League, with 54 members; next in size is the Milwaukee, with 52, and the Massachusetts with 51, followed by the Waltham with 46, and the Chelsea with 43. The smallest clubs are the Centaur (of Hartford), the Pittsfield (Massachusetts), and the East Boston (Massachusetts), with three members each. But these are none the less zealous on account of their small size, and from such small beginnings some of our largest clubs have grown. The "unattached" number 314, but many of these should hardly come under that head, as they are members of clubs whose entire active membership has not joined the League.

Many others are from places where there are no clubs, and it is a noticeable fact that as soon as any town gets three or four riders of the wheel a club is pretty sure to be formed, showing the social influences of the sport and the spirit of fellowship which is so universal among bicyclers.

The formation of clubs should, it seems to me, be encouraged by the League, both for its own benefit and as a stimulus to bicycling generally. The failure of the unattached to join the

League more largely has been a disappointment, for it would seem that to them it was almost a necessity.

It was not until 9 July that the first application from an individual rider was received, when 272 members of clubs had joined, and less than 100 had applied up to this spring; but it is encouraging to see that during the last three months, applications from the unattached have increased very rapidly.

This distribution of the membership of the League is remarkable, and is one of the most gratifying incidents in our growth, making the League not only a national organization, but international as well.

The League has members in 204 cities and towns, widely scattered. The distribution by States is as follows:—

Members in Maine, 19; Vermont, 13; New Hampshire, 20; Massachusetts, 53; Rhode Island, 49; Connecticut, 88; New York, 335; New Jersey, 53; District of Columbia, 26; Pennsylvania, 161; Ohio, 24; Michigan, 36; Indiana, 20; Illinois, 36; Wisconsin, 55; Nebraska, 9; California, 19; Missouri, 2; Kentucky, 22; Virginia, 13; Maryland, 30; England, 12; Canada, 27; Scotland, Cuba, and Japan, 1 each.

In cities, Boston, the starting point of the bicycle in America, leads in numbers of League members with 212, or including the suburbs within 10 miles, 336.

New York follows with 193, or including Brooklyn, 238.

Philadelphia has 107, and Milwaukee, the bicycle city of the West, comes next with 52.

My correspondence indicates as much enthusiasm among wheelmen at a distance from the bicycling centres as among those nearer. From the lonely League director away out in Missouri, without a fellow-wheelman within 40 miles, to the active and united clubs of Milwaukee and San Francisco, Montreal, and Louisville, come words of cordial good-will for the League and its objects, and it will not be from these distant points that any disloyalty or indifference to the League will come.

Let us hope that from ocean to ocean and from Northern Canada to the Gulf, the riders of the wheel will band themselves together in ever-increasing numbers for the common good.

This first year has been one of organization and growth; the real work and purpose of the League is before it. It was not until September that there were any rules or plans or methods; but in spite of delays and disappointments (of the blame for which I wish to take my full share), the League members have been patient, remarkably so.

An impression has been formed that the corresponding secretary has received letters not always polite, and manifesting undue impatience. He complains of none. If there has been any complaint, it was because there was cause for complaint, and I fail to recall a letter containing any unreasonable criticism.

It was the League's misfortune to elect, against his protest, a corresponding secretary, the pressure of whose business duties have made it often impossible for him to attend to the League correspondence as promptly as he desired; and feeling the importance of prompt attention to the inquiries and demands of the League, I trust to see the office filled today by some one who will have ample leisure for the duties of the position; and in justice to my successor, permit me to say that the demands upon the time of the corresponding secretary will be so great that some provision for clerk hire should be made.

The income of the League being uncertain, and the work of the officers being proportioned to the membership, I would suggest that a percentage of the admission and membership fees be allowed the corresponding secretary and perhaps the treasurer, for clerk hire. This plan will be perfectly safe for the League, which perhaps a fixed sum might not be, and seems to me perfectly fair and just to the officers.

A word of explanation is due as to the delay in sending out certificates of membership. Applications are received by the corresponding secretary, who causes them to be published in the official organ of the League, and then forwards them to the committee on membership, who cannot, by the constitution, act upon them until two weeks at least from date of publication. They then report their action upon them to the recording secretary, who must record the names, make out the certificates, sign them, and forward them to the treasurer, who also records and signs them. They are then sent to the corresponding secretary for distribution to clubs through the secretaries, or by mail to the unattached.

It will readily be seen that there is great liability to delay, and it is not strange that a month or six weeks often elapses between the publication of the name and the receipt of the certificate; but some such formality seems necessary. Being in a position to know, I wish to say that the League has been most fortunate in its directors. With but very few exceptions, the directors chosen at Newport have proved to be most wisely selected, and they have spared neither time, expense, nor labor to make the League a success, and to forward the interests of its members.

Through them nearly 150 consuls have been appointed, well distributed through the States and Canadas, and this number bids fair to be doubled within a very short time.

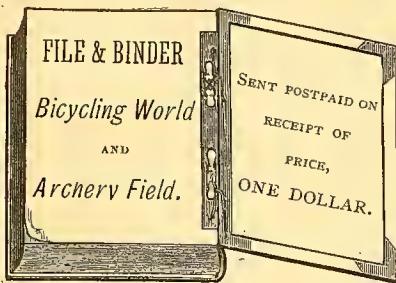
By a vote of the board of officers in March, I was empowered to obtain assistance at the expense of the League; a privilege which I should not have asked for, and which I hoped not to be obliged to avail myself of, but the flood of applications and inquiries has made it absolutely impossible for me to do the work without help for the last two months, and I have expended about \$60 for clerical

assistance, for which I am very grateful to the League.

With pleasant memories of the many friendly letters received during the year, and with best wishes and high hopes for a brilliant future for the League, I gladly turn over the office with which you have honored me, to abler hands.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

30 MAY, 1881.



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THE SECOND ANNUAL ENGLISH TOUR. 1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

\$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

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A Weekly Newspaper

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Edited by . . . LOUIS HARRISON.

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IT IS A MISTAKE to consider all English bicycles as the best.

IT IS A FACT that a less percentage of Columbia Bicycles break or come to repairs than of any other make.

IT IS A MISTAKE to regard all the latest modifications of English bicycles as improvements.

IT IS A FACT that many of them are trade catches, and are abandoned before a season is over.

IT IS A MISTAKE to infer that the Columbia Bicycle is always the same style of machine.

IT IS A FACT that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.

IT IS A MISTAKE to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.

IT IS A FACT that the Columbias are the only bicycles that are warranted throughout by the manufacturers.

IT IS ALSO a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.

IT IS A MISTAKE to suppose that either the Special or Standard Columbia is the same now that it was six months ago.

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REMEMBER that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.

REMEMBER that the Columbia nickel plating is the handsomest and most durable of any.

OBSERVE that the prices of Columbia Bicycles range from \$80 up to \$147.50.

OBSERVE that the Mustang is a cheaper grade for boys, in price from \$50 to \$65.

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