

# THE Bicycling World

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William E. Gilman, Editor.

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[VOL. III. CONTENTS. No 18.]

Currente Calamo.—Personal	210
Editorial: "The Bicycle Nuisance."—Suggestions	
Construction: An English View	211
N. E. Institute Fair	212
Chicago Wheeling	213
L. A. W.: Applications, etc.—League Race Meeting.—What a League Meet Costs	213
Races	214
Correspondence	216
Notes, Queries, etc.	218
Books and Pages	218
Tours on the Bicycle.—Miscellaneous	218

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ADVERTISEMENTS

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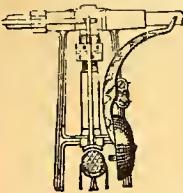
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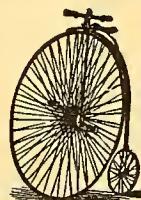
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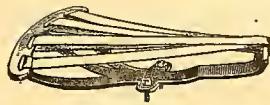
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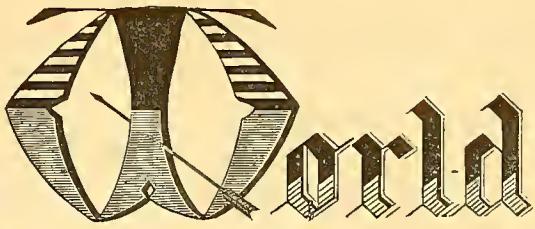
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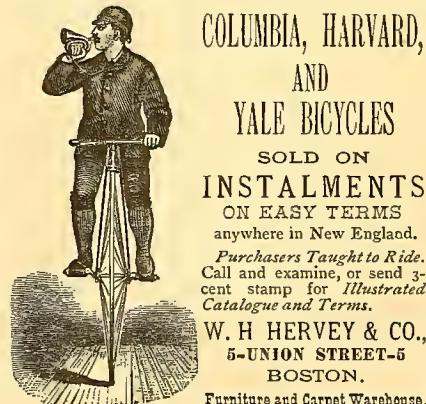
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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**WANTED.** A second-hand American Star, 46 to 52-inch. State full particulars and lowest price. MISSOURI BICYCLE CLUB, 407 Chestnut street, St. Louis.

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### CURRENT CALAMO

WHO saw Comet C? See? He, he!

LAST week we ho'd for Worcester, and this week we ho!-ho! for Attleboro', and have just time to ho!-ho!-ho! for Hingham.

Don't forget the Attleboro'  
Bicycle Meet to-mor',  
For if you don't go,  
To that bicycle sho',  
You'll afterward feel soro'.

A HARBOR trip to Nantasket, and a wheel run thence to Hingham, is fun enough for one day, — provided it be next Tuesday.

THE Evening Star calls the moon the "silent friend of the gas companies." She was their invisible friend nearly all last week.

THE Ohio wheelmen, under the auspices of the Columbus Club, had a grand meet and parade in that city on 30 and 31 August, with racing at the Fair grounds,

and organized a State League for the furtherance of bicycling interests. We received the report too late for this issue, but shall give an account next week.

AN English dog-cart driver has just had to pay \$50 and costs for brutally running down a bicyclist, although the wheelman was unhurt and his machine but slightly damaged.

THE Dayton (O.) Bicycle Club's invitation and programme for their 29 September event is a very neat and tasteful one, but we hope none of the members will abandon the amateur platform.

KEEN, the English professional, has been singularly unfortunate (?) in his contests with the Frenchman, De Civry, in that he gets disabled somehow when it becomes evident that the Gaul has the race his own way.

THE L. A. W. Hand-Book, which was to have been ready for distribution at this time, is unavoidably delayed, but will probably appear in a week or two. It will contain a correct list of the board of general officers, State directors, consuls, the constitution, by-laws, and rules and regulations, a complete list of members to 31 May, 1881, and much general and particular information in relation to roads, racing rules, etc., and will be sold for about twenty-five cents per copy, to cover expense of publication.

THERE was a young fellow from Brewster,  
Proposed to a maiden of Brewster;  
But the damsel was proud,  
And the poor fellow coud,  
When she haughtily said, "I refews ter."

Or:

There was a young lady of Worcester  
Once wooed by a fellow from Brorchester;  
But the woer was slow  
About popping, and sow  
She accepted another young Worcester.

Or:

A red-headed girl once near Gloucester  
(Her name was, I think, Fanny Gloucester)  
Crossed a field where a bull  
Was browsing. Her wull  
Caught his eye, and he chased her and toucest'er.

THE judges at Hingham bicycle races, 13 September, will be C. E. Pratt, E. C. Hodges, and C. P. Shillaber. Races at 3 P. M. Amateur: — First race, one mile: first prize, gold medal, value \$25; second prize, silver medal, value, \$10. Second race, half-mile, best two in three: First prize, gold medal, value \$20; second prize, silver medal, value \$10; third prize, bronze medal. Professional: — 2 miles: First prize, \$50; second prize, \$25. Slow race, for medal. Club parade and drill; silk banner, value \$15. Among the entries for amateur races are Lewis J. Frye, Wm. W. Stall, E. M. Bent, G. E. Alden, Harry Percival, W. C. Woodward. Professionals: John W. Wilson, John S. Prince.

AN exchange correspondent takes the WORLD to task for recently, in our "Currente Calamo," recommending to readers an article in *Zion's Herald* on "Bicycles for Ministers," written by a clergyman, which article, the correspondent avers, somewhat severely animadverts on President Bates's good-natured confession to

a preference for a Sunday wheel run to a church interior. Our paragraph was based on a strong eulogy of the *Zion's Herald* article from several parties (for we had not seen the article) as being an unusually good argument on the side of the bicycle; and in our zeal for the cause we allowed the recommendation to go in. We promptly apologize for our indiscretion, and withdraw our indorsement of anything in the article which may in the least reflect on the beloved president and moral preceptor of the Detroit wheelmen.

### PERSONAL

CHARLES JENKINS, of the Louisville (Ky.) Bicycle Club, has a half-mile record of 1.35.

CORRESPONDING SECRETARY PUTNAM, L. A. W., was in Boston and vicinity during the past week.

COL. POPE has returned home from England, and we shall expect to see a boom shortly in bicycle novelties and manufacture.

FRANCIS CRAGIN, of the Boston Bicycle Club, started at 7:30 A. M., 5 September, from the headquarters of the Chicago Bicycle Club in that city to wheel to Boston.

SECRETARY PUTNAM has been vacating during the past two weeks, and has been obliged, perforce, to neglect League matters to some extent; but having returned, refreshed and invigorated, we trust, his correspondents will be promptly attended to hereafter.

HARRY PERCIVAL and John L. Ayer were tricycling on Columbus avenue Saturday, when an express wagon collided them, upsetting and giving severe sprains to both. The former, in consequence, withdrew his entries from all but the half-mile run in the Worcester races.

THE name of Pratt has another claim upon the regard of wheelmen. With President Pratt, Director Pratt, Consul Pratt of Painesville, and other Pratts of the League, the whole Pratt family of Marlboro' are now pleasantly thought of by those whom they so agreeably entertained on Monday evening.

DIED.—On the 1st inst., Ben-Israel Butler, aged twenty-eight years, at Bay View, Mass. Those who knew him were won by his quiet, gentlemanly bearing; and among the multitude of his friends who mourn his loss, none do so more than his fellow wheelmen, who lose a true friend and companion.

To the members of the Boston Bicycle Club: You are hereby ordered to wear a small crape bow under your badge, when on the wheel, for thirty days from date, in memory of our recently deceased member, Ben-Israel Butler, of Lowell.

The above can be obtained of the club secretary. Per order,

E. C. HODGES, Capt.

J. S. DEAN, Sec., 28 State street.  
BOSTON, 2 September, 1881.

*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, \$12.25; 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, \$56.00; 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, 9 SEPTEMBER, 1881.

#### "The Bicycle Nuisance.—Suppress It."

THE above heading appeared in the *Daily Graphic* of 2 September, under a full-page cut of a bicycler on a new and unique machine. The artist is certainly of an inventive turn of mind. In some mysterious manner the forks of the machine are attached to the hubs of the wheel *inside of the spokes*, although the forks pass outside and above the tire, in the usual manner. The artist does not state wherein his patent lies, but in our opinion the wheel must run on thin air, which is recommended chiefly by its cheapness. At the right of the sketch, an athletic-looking gentleman with a dyed mustache is trying his best to pull a thousand pounds of horseflesh into the buggy, while his companion, from his

attitude, is evidently engaged in selling pools on the chances. At the left a timid-looking man has thoughtlessly thrown his reins away at the first appearance of danger, and is gracefully trying to recover them, while his horse is "going it alone" up the road. This is the only correct idea in the cartoon. This is exactly (with a little exaggeration) what causes the majority of accidents on the road. A cool head and steady hand will bring almost any spirited horse through the most alarming trouble. Notwithstanding the fact that the artist has done so well with the subject, the editor deems best to back him up, and accordingly delivers himself of the following, under the heading of "Pictures of the Day":—

"Bicycle riding in itself may be a harmless amusement, although even that assumption is open to argument; but when it is indulged in on the public drives, it becomes a nuisance that should be abated. Its devotees do not undertake to deny that horses are frightened by the queer vehicle, and that scores of people have been maimed in consequence, but they say that when horses get used to it all these dangers will vanish. This may be all true enough, but the getting-used-to-it process is objectionable. If the bicycle was a great public convenience, like the elevated road, there would be good reason for compelling owners of horses to run the risk of being killed in the attempt to familiarize their animals with it; but the bicycle is but a toy at its best, and to ask that it be given the same privilege to mangle people as an elevated train enjoys is asking too much. If there is any large number of bicycle riders, a path or roadway might be set aside for their use in Central Park; but that is as much as they can expect the community to do for them."

The above needs no comment from us. We have equal rights in the public streets with the editor and his spanking team: the only question now before the courts is, Have we a right to the public parks and drives? This question we hope to have settled by the test case, in Central Park, now before the courts; and that being once settled, the much vexed question will be over, and the editor will have to look elsewhere for material for sensational cuts and comments.

IN anticipation of the fall meeting of the board of officers of the League, we wish to offer a few suggestions which we think will not be amiss, and which will echo the sentiments of the majority of the members of the League.

We would like to see the abolition of

club delegates, as we think the League is composed of "wheelmen" and not of clubs, and that a club as a club should not have any standing in the League, further than is necessary to render the annual parade manageable. It was manifest to all observers at the last meeting how defective the delegate system is, and we advocate a complete change.

It has been the experience of the Bicycle Touring Club that, in order to insure a hearty response from the members, it is necessary that each member should be given a chance to vote for the officers according to his individual preference; as this cannot be done where presence is a qualification for the right to vote, some new method must be devised to overcome the difficulty. We don't pretend to advocate one method in preference to another, but we think the subject should receive the careful attention of the board.

The directors, we think, should be elected from their own States, as this would insure the selection of men who in their own State, at least, are considered as proper persons to assume the governing power of the League; and in this respect we only advocate what has been found in the Bicycle Touring Club to be the best and most practicable way.

The office of commander should be abolished, and a chief marshal appointed from the place in which the League Meet is to be held. This change does not need argument, as one can readily see under what disadvantage the commander must labor when the Meet takes place in a city of which he is not a resident; as the number in the parade increases this will be aggravated to a great degree. The officers who have nurtured the League through its infancy so successfully should in weaning it endeavor to place it on legs both strong and symmetrical. We feel that the League is an assured national success, and our only desire is to see its organism so strong and lasting that it will preclude the possibility of any attempt to establish a similar institution in this country.

#### Construction: An English View.

*Editor Bicycling World:*—As an ardent lover of the wheel, and as one of its earliest devotees,—my initiation dating from the advent of the bone-shaker from France,—I was delighted some months since to become one of your regular subscribers. Week by week your numbers reach me, and it is with a

feeling of great pleasure that each copy is perused, and afterwards added to the file for the binder. Among other articles, the series on "A Comparative Study of the Bicycle" were particularly interesting; and it has long been my intention to exhibit a few thoughts on paper, and hazard the chance of their being consigned to the uttermost depths of your waste-basket. And first with regard to the articles by "H.": Seeing that he labored under the great disadvantage of being so far removed from the natural home of the bicycle, the conclusions he draws and the criticisms he urges are as a whole wonderfully correct; but I would supplement his remarks by a few of my own. After going through every intermediate stage, the favorite roadster of the present day in England would average the following description:—

Handle bars, 24 to 26 inches.  
Distance from tires, 5 inches.  
Rubbers,  $\frac{1}{2}$  to  $\frac{3}{4}$  inch.  
Spokes, 60 to 80 and 20 to 30.  
Crank, detachable and adjustable, and from 4 to 6 inches throw.  
Bearings, single or double balls to both wheels.  
Pedals, ball, rat-traps, or rubber.  
Size of wheels, 3 to 1; i. e., a 54-inch driver to an 18-inch trailer.  
Saddle, Rambleigh and Brown's suspension.  
Colors, full nickel, or half nickel with a finely lined body color.

To particularize:—

#### HEADS.

I grant that low handles are a desideratum, but unfortunately they generally bring one of the worst possible evils in their wake; I refer to the shaky and rickety steering inseparable from short centres. A few makers recognize the fault, and provide for it in various ways; notably Hillman & Herbert in their new pattern of Stanley head, Rucker & Co. in their "Rucker," and last, but by no means least, Simpson & Son in their "Special Tubular Defiance." In this latter make the handles are made adjustable to within three inches of the rubber, and yet the centres of the head are from six to seven inches asunder. It is questionable if, with the immense strength this style of construction provides, any improvement in head pieces is possible.

#### HANDLES AND HANDLE BARS.

A sudden rage for long handle bars has recently set in here. Would that all crazes were as theoretically and practically correct as this one! My own experience is that 26 inches is more suitable than anything over or under this measurement, but it is obvious that length of limb must ever be a factor in this calculation. As to tips, I have for many years used, and always swear by, ivory billiard balls two inches in diameter. These fit the hand in every position, and give by far the greatest comfort on a long journey.

#### HUBS.

My experience leads me to believe that a deeply recessed hub with large flanges is the right and proper thing. By hollowing out the hub, and carrying the bearing well inside, the tread is narrowed and the spread or dish of the

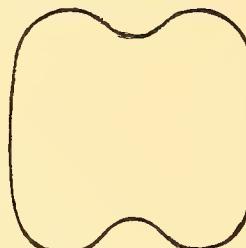
wheel not decreased; thus insuring plenty of margin against the risk of buckling.

#### THE TUBULAR SYSTEM

is now universally adopted, but I have always failed to see that its application to spokes and handle bars is an advantage. In the case of a mishap to the latter, only the maker can efficiently repair the damage.

#### BACKBONES.

The circular tube is, and probably always will be, the favorite; but it certainly does not possess the undeniable strength of some of the sections in use. For instance, one firm uses a tube which is pressed into this shape:—



and this embodies four arches (two of them inverted) in one section. I think Friend "H." slightly underrates the advantages of rigidity in a backbone. I may be wrong, but I have ever held it to be the correct principle to make the framing of your machine as rigid as possible, but have a sensitive spring to relieve the rider of all unnecessary concussion. The back-kicking of the hind wheel in most bicycles is a wretched defect; and the only way to remedy it is by seeking rigidity of framing and steadiness of steering, by employing sections of tubing which in practice exhibit the greatest strength, and in separating the centres of the head as much as possible.

#### FORKS.

Each maker sticks to his own pattern, of course; but I much prefer a broad, deeply fluted, and nicely tapered single hollow fork to anything else.



For the back wheel a very efficient and light pattern of half-tube — i. e., one tube split as it were in two, and carried half to each side of the wheel — is now often used.

#### BEARINGS.

The strictures Friend "H." heaps upon cones, I fully indorse: they created wear solely for the sake of adjusting it. Plain Sheffield bearings always give the greatest satisfaction; but after all their apparent contradictions, I firmly believe good double balls to wheels and pedals make a difference or gain of at least twenty-five per cent on a long day's journey. As now made, they are practically

dust-proof, as I have proved by extended experiments.

#### PEDALS.

It is questionable if for all sound purposes anything beats a good ball pedal with rubber bars; but if a rat-trap is needed, Butler's slipper will be found to answer the purpose, or better still, the new grip attachment made by Garrood. In this latter case the sole of the boot is gripped and held down, so that it is possible to pull a little as well as push. They are a great advantage on the racing path. All good ball pedals are covered in at the ends, and so made dust-proof.

While agreeing most cordially with "H." in the majority of his predictions, I must take exception to that in which he foretells the application of springs to the trailing wheel. So far they have been anything but successful; and this goes to prove the correctness of my theory of using a perfectly rigid frame, more particularly in roadsters.

"AB INITIO."

#### N. E. Institute Fair.

We made a visit to the New England Institute Fair, last week, and made a cursory survey of the different bicycles which are on exhibition. The Pope Manufacturing Company has the largest exhibit, showing several sizes of their three styles, — the "Standard," "Special," and "Mustang," — all which are so well known that it will not be necessary to discuss their merits or demerits. However, we are inclined to think that the "Standard," with Pope's excellent ball bearings, is the best. We should like to see more spokes in the front wheel, as the motion of the hub is more readily and steadily transmitted to the rim, and where the spokes are numerous the loss of one is not felt so much, and the wheel is not so apt to buckle. The machine is well adapted to roads, but its lightness and rigidity would be increased by hollow forks, and its beauty increased by a little lower head. There is also the triicycle, which looks exceedingly social with its three seats and good space in the centre, where ample luggage and other conveniences could be carried. Their exhibit of sundries is also good, and deserves the attention of all who are in want of any of the adjuncts of the bicycle. We referred last week to the excellent machine exhibited by Gooch, of Newton. The machine which he shows is a good sample of American industry and skill. The machine is exceedingly graceful in its outline, but would be improved by being built closer. Last but not least, we come to the exhibit of the pioneer firm of America, Cunningham & Co. After weathering the storms for four years it comes to the front with an exhibit of over seven different makes, including its well-known "Harvard," with goodly backbone, strong mechanical head, and good bearing; being universally admired, and receiving the praise of the

groups of young men who may always be seen around this exhibit, eagerly discussing the merits of the different wheels. Right beside a 58 "Harvard" is the "Matchless," with its rubber cushions and easy spring, which promises comfortable riding on rough roads and pavements. Its weight is rather more than most riders desire. This machine is fitted with Hancock's non-slipping tires, which prevent slipping on "greasy" roads. Next, the neat, close-built, and trim-looking "Rudge," the machine which is such a favorite in the South of England, commands our attention; this machine is well liked by light riders, and deserves all the praise which has been bestowed upon it. In the centre of the group is a "Special Timberlake" roadster, well known as a strong machine, but rather heavy. There is also the "Yale," with its curved handles, hollow rim, and strong oval backbone. This machine is strong, rigid, and very light, and is similar to the one ridden by Cortis in nearly all his races. This firm also exhibits the "Humber" and round-fork "Stanley." The whole exhibit is an interesting one to bicyclers, and opinions of visitors are considerably varied as to the comparative aesthetic and mechanical merits of each.

REP.

## Chicago Wheeling.

PAVEMENT in the city of Chicago is undergoing a complete change. Heretofore we have had nothing but wooden blocks. Smooth oblong blocks laid closely together, with no spaces between, make splendid wheeling; but our few streets so paved don't seem to pan out well in point of durability. Another species of wood pavement consists of narrow half-inch-wide blocks, packed closely together. It is perfection itself in the way of bottom, fully equal to asphalt. Our square-block pavement, laid with slight spaces between the blocks, is being rapidly superseded by the round cedar block. Both are excellent and pleasant to run over when new, provided you have an inch tire; but when the edges of the wood wear off, bicyclers have no further use for the street. Now, all our side and residence streets are being paved with yellow and gray macadam. The latter is much easier for the bicycler, being equal to concrete when new. The former has more of a tendency to stick to the wheel. Such has been the judgment passed upon the two "shades" of macadam by our wheelmen. Then comes our Belgian block, consisting of oblong blocks of concrete, laid closely together. It is about the same thing as an ordinary smooth concrete pavement, only more durable. Of asphalt, we have a little — just enough to know how it feels; while it might prolong a bicycler's life, it nevertheless pounds a horse to pieces. Nearly the whole business portion of Chicago is now newly paved with round cedar blocks. When these wear out, the Medina stone, next-door neighbor to cobble stone, will follow, and then good by to

slick runs down-town; but by that time the rest of the city will be entirely paved, the boulevards will be finished, and we will then have no occasion to use the down-town streets.

Two of the most elegant drives in the country are now being rapidly pushed forward to completion in Chicago. On the south side, Michigan avenue boulevard from Lake Park and Exposition building to the head of Grand boulevard, five miles, is to be finished this year, and will then give our riders a straight seven miles of magnificent driveway to Hyde Park. On the west side, West Washington street, from Halstead street to Central Park, four miles, is being rapidly converted from a street to a boulevard, and is expected to be finished this fall. This will make a clear connection for our cyclers from the business centre west to Central Park, five miles. From thence, an elegant drive winds through the open country northward to Humboldt Park, three miles, and south from Central Park to Douglas Park, three miles. From Douglas to South Park the system is incomplete, also that portion between Humboldt and Lincoln Parks. When these drives are finished, they will form an oblong square, thirty-five miles around, with the city in the middle, connecting together in one chain six splendid parks,—Lake, South, Douglas, Central, Humboldt, and Lincoln.

As to our rights and privileges on the boulevards, we cannot say that we have been entirely excluded from their use. The feeling of the park commissioners towards us is quite friendly; and when we want to ride on the drives, all we have to do is to telephone them for a permit, and it is cheerfully granted. We have always used the drives evenings without the special permit. When applied to for a removal of all restrictions on the bicycle, the commissioners have expressed themselves in favor of it; but say that there is a feeling of uneasiness on the part of drivers of horses, and that as this class is in the majority, their wishes would have to receive first consideration. Just as soon as the bicycling public grew into respectable proportions and assumed the appearance of a fixed and permanent class, then their rights would be recognized in full. They have never denied the rights of bicyclers on the drives, contending only that our number and doubtful permanency was the only drawback. On the whole, their position has been so very fair, considering the circumstances, and they have been so obliging when we have had occasion to ask favors of them in the way of temporary suspension of the prohibitory rules, — even tendering us an escort of park police when we have proposed a big run through the parks, — that we have made it a point not to annoy them by unduly pushing our claims, but have laid the matter on the table; on the whole, content to wait until our numbers increased to a degree that would entitle us to consideration as a class of riders, equal in every respect to eques-

trians and drivers of carriages: and the wisdom of our policy is daily manifest. We have the good-will of the commissioners. Opposition on the part of horse owners is weak, and growing weaker.

The influence of our club members has been potent with the Common Council, and taken altogether we have been very well treated. We have yet to get the numbers necessary to carry everything before us, but these are being rapidly acquired. In our population of over 500,000, there ought to be at least 500 bicycle owners to constitute an institution. We have now over 200. Our ratio of increase has been from half a dozen in 1879 to about fifty in 1880, and about 150 in 1881. Granting a continuance of the ratio of increase, we will have our desired proportion — 500 — next year.

STENO.

## 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 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.*

*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 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.

CHICAGO BI. CLUB. — Alexander W. McClure, Ives W. Johnson, Walter A. Fitch, Maurice Van Platen, Geo. W.

Tarr, T. B. Jeffries, Louis W. Conkling, Burley B. Ayers, William S. Blinn, Rodney L. Taylor, M. L. Parker, T. S. Miller, W. P. Meldrum, Geo. D. Hoffman, Chas. Losch, Milroy F. Olds, F. M. Douglas, Walter H. Packard, J. A. Hoffman.

**UNATTACHED.**—W. D. Packard Warren, O.; B. I. Allen, Baldwinsville, N. Y.; Gilbert E. Chandler, 85 Devonshire street, Boston, Mass.; F. S. Allen, care of J. M. Fairfield, Chicago, Ill.; Henry Parsons, Gloucester, Mass.

**PHILADELPHIA BI. CLUB.**—Additional: Thomas Hockley, 603 Walnut street, Philadelphia, Pa.

**ALBANY BI. CLUB.**—Additional: Walter Van V. Marsh, Travelers Ins. Co., Albany, N. Y.

**DIRECTORS.**—Mr. J. D. Shatford, Central Wharf, Halifax, N. S., has been appointed director L. A. W. for the Maritime Provinces. Mr. E. H. Winship, of Minneapolis, Minn., has been appointed director L. A. W. for Minnesota.

#### League Race Meeting.

THE first annual race meeting of the League of American wheelmen will be held in New York City, on Thursday, 6 October, on the Manhattan Polo Grounds, corner 110th street and 6th avenue. Races will begin at 3:30 P. M. Members of the League will be admitted to the grounds upon presentation at the gate of their certificates of membership. For all other than League members the price of admission will be fifty cents.

#### PROGRAMME OF RACES.

1. Five Mile Race (scratch).—Open to League members only. First, second, and third prizes; League medals in gold, silver, and bronze, costing \$30, \$20, and \$10 respectively.

2. One Mile Championship Race (scratch).—Open to League members only, for diamond medal, valued at \$100. According to the rules of the League, this medal shall be the property of the League until it shall have been won three times by the same competitor. After each competition, however, it shall remain in the possession of the winner, subject to the order of the commander.

3. One Mile Race (handicap).—Open to League members only. First, second, and third prizes: League medals in gold, silver, and bronze, costing \$25, \$15, and \$10 respectively.

4. One Mile Tricycle Race (scratch).—Open to all amateur wheelmen. First and second prizes: Gold and silver medals, costing \$20 and \$10 respectively.

5. Three Quarter Mile Ride and Run Race (scratch).—Open to League members only. First and second prizes: League medals in gold and silver, costing \$20 and \$10 respectively.

All entries, accompanied by entrance fee of \$1.00 for each event, must be made to C. K. Munroe, 331 Pearl street, New York City, before 30 September. No entries will be received after that date. Per order,

C. K. MUNROE, Commander L. A. W.

S. T. CLARK, Rec. Sec. L. A. W., Clerk of Course.

#### What a League Meet Costs.

**Editor Bicycling World:**—As a response to a good many inquiries from Boston and other wheelmen, and by special request of several parties, I send you herewith, for publication, a balance sheet, prepared from the itemized statement returned by me to the Entertainment Committee, showing the expenditures and receipts incidental to the late Meet. Besides gratifying the curiosity of many, this may be of use to some future committee in forming estimates:—

BALANCE SHEET L. A. W. ENTERTAINMENT COMMITTEE FOR 1881.

Dr.

Stationery and printing..... \$129 00  
Music Hall expenses..... 213 00

Complimentary testimonials to exhibition performance .....	53 78
Dinner.....	762 25
Care of machines.....	134 51
Sundry expenses.....	15 94

\$1,308 48

Cr.

Subscriptions .....	\$616 48
Music Hall tickets.....	178 00
Dinner tickets.....	514 00

\$1,308 48

In addition to this, the L. A. W. paid from its treasury \$105 for rental of Bumstead Hall and headquarters at the Hotel Brunswick, and numerous small bills were donated by our sub-committees, hence it seems the cost of the League Meet must have been, in round numbers, about \$1,500.

CHAS P. SHILLABER,  
*Treas for the L. A. W. Ent. Com. for 1881.*  
BOSTON, 1 September, 1881.

#### RACES

##### Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gomley and Dawson's "Pastime Park" sports. Bi-cycle races.

14 September, Buffalo Bicycle Club Meet. Three club and three open races.

13 September, Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M.

10 September, North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881.

5 October, Brockton, Brockton Bicycle Club races.

20 September, Sacramento, Agricultural State Fair, bicycle races.

22 September, Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

29 September, Dayton, O., bicycle tournament and races. \$200 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

21 September, Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September, New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September, Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. T. C. secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee \$2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 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.

6 October, Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.

A BICYCLE race, half-mile heats, three in five, for \$25, \$15, and \$10, took place at the fair grounds, Cynthiana, Ky., 25 August. It was won by Thomas Skillman, who took the second, third and fourth heats; Henry Skillman (won first heat) second, and Harry Milward, third. Time, 2.11, 2.10, 2.06, 2.05. All the

riders, who included Alex. Morgan and Robert Barr, are members of the Lexington Bicycle Club.

**TWENTY-MILE RACE BETWEEN J. KEEN AND F. DE CIVRY. THE PROFESSIONAL RECORD BEATEN.**—The expectation of witnessing a close finish, together with the fact of its being "firework day," caused a large muster of spectators at the bicycle track of the Crystal Palace on Thursday afternoon, when a race was witnessed between J. Keen, the English professional champion, and F. de Civry, the present champion of France. The weather was all that could be desired, and there was scarcely a breath of wind blowing to harass the contestants; whilst the path, which measures exactly three and a half laps to the mile, was, despite the recent heavy rains, in first-class condition. Six o'clock was the hour appointed for the start; and both having mounted, Mr. G. S. Venables fired the pistol at exactly fifteen seconds past the appointed hour. De Civry from the outset made the running, and riding in capital form, cut out the pace at a sharp rate. At the end of the first mile he led his opponent by some five yards, and this advantage he managed to keep for several miles. Five miles occupied 15m. 42 $\frac{2}{3}$ s. (official time), Keen still keeping slightly in the rear, though at times there was scarcely daylight between the two machines. The seventh and eighth miles occupied somewhat longer. At the completion of the last-mentioned distance Keen, who had been waiting for an opportunity, rushed to the front, and led his rival by some half-dozen yards. This advantage he maintained till the last lap of the tenth mile, when De Civry, with a tremendous effort, made up the lost ground, and keeping up a terrific pace, completed the half distance a few yards ahead, in the very creditable time of 31m. 56 $\frac{1}{2}$ s. Five laps later, Keen, who it had been noticed had, since losing the lead, been working with his left hand only, was obliged to retire, having unfortunately injured his right wrist, which he had the misfortune to sprain a short time back. In the mean time De Civry had been rattling along at a good pace, and expressed his intention of beating record time from ten to twenty miles. This he ultimately succeeded in doing, completing the full distance of twenty miles in 1h. 4m. 21 $\frac{1}{2}$ s., or 54 $\frac{1}{2}$ s. quicker than the previous professional best on record. The winner, who rode a 57-inch bicycle of French make, showed splendid form, and amply demonstrated both his capabilities of speed coupled with the powers of staying. He was, however, far too inclined to look behind him, and if pressed could undoubtedly have done 30s. better. Keen, who rode a 55 $\frac{1}{2}$ -inch "Eclipse" of his own manufacture, on the other hand, was evidently far from himself, and seemed to move very stiffly. A good rest will certainly do him much good. The following times were taken

by Mr. G. P. Coleman, the official time-keeper of the Bicycle Union. The laps were scored by Mr. P. M'Kinlay, Mr. G. P. Coleman also officiating as judge:—

Miles.	Leader.	Min.	Sec.
1	De Civry..	3	5 2-5
2	"	6	13 2-5
3	"	9	18 4-5
4	"	12	31 1-5
5	"	15	42 2-5
6	"	18	51 2-5
7	"	22	4
8	Keen .....	25	16
9	"	28	40 1-5
10	De Civry..	31	56 1-5
*11	"	34	57 4-5
*12	"	38	14 3-5
*13	"	41	35 1-5
*14	"	44	54 3-5
*15	"	48	9 1-5
*16	"	51	23 3-5
*17	"	54	39
*18	"	57	55 1-5
*19	"	61	9 3-5
*20	"	64	21 1-5

(\*) Denotes the fastest professional time on record.

We understand that Keen is dissatisfied with his defeat, and has challenged De Civry to race him again, level, over the same distance, at the end of September.

**WORCESTER, MASS., PARADE AND RACES.**—This long-talked-of and pleasantly anticipated event came off Tuesday of this week; and although the unpromising weather of that and the previous day made the attendance of visitors much less than was expected, and would have been the case otherwise, the whole was very successful and gratifying to all wheelmen present,—to the home clubs no less than their guests. Many went to Worcester Monday afternoon and evening, but the bulk of the visitors reached that city on the morning of the 6th, some partly and some wholly by rail, but by far the greater number wheeling from places many miles, more or less, distant. The Worcester wheelmen, already famous for liberality and courtesy, not only maintained but largely added to that reputation, for nothing could exceed their activity and zeal in looking after and promptly attending to the welfare of the visitors. The committee's headquarters was a most lively place until 12.30 P. M., when the visitors were formed in line and marched to G. A. R. Hall, where a most excellent and abundant banquet was put at their disposal and done ample justice to; after which preparations were made for the parade and races, the various wheel clubs being assigned their respective positions and attracting a large congregation of spectators during the formation of the line. The following clubs were represented by the latter, and in the parade, took position in the order named: Boston, Marlboro', Webster, Framingham, Medford, Melrose, Hartford Wheel (of Hartford), Columbia, of Attleboro', Springfield, Star (of Lynn), Portland, Rockingham (of Portsmouth),—these forming, and headed by the Worcester, the first division; the second division, led by the *Æolus* (of Worcester), comprised the Providence, Massachusetts (of Boston), Chelsea, Waltham, Northboro', Southbridge, Hudson, Haverhill, and Stoneham. The marshals were: F.

S. Pratt, of the Worcester (chief); C. E. Pratt, of the Boston; F. W. Blacker, of the *Æolus*; A. W. Parsons, of the Massachusetts; and W. E. Gilman, of the Chelsea. E. C. Hodges, of the Boston, commanded the first division; and H. A. Hazlett, of the Rockingham, the second division. In this order, the column took up the line of march for the park, entering the track double file, the first division turning to the left, the second division to the right, in open order, and when meeting around the track, each passing between the files of the other and repeating the movement; after which both divisions returned to close order, passed each other twice—each on the right; the second division then countermarched, and the whole column re-formed in fours, riding once around, and dismounted.

This whole parade was carried out in fine style, and fo-med a most beautiful and attractive feature of the gathering. At its conclusion, preparations were at once made for the races. The judges were C. E. Pratt of the Boston, S. A. Marsden of the New Haven, and Waldo Lincoln of the Worcester. Messrs. G. H. Whitney, F. H. Blake, and E. S. Knowles, of Worcester, acted, by request, as timekeepers. The first heat of two-mile race was called at 3.20, the starters being C. T. Carpenter of the Columbia, E. M. Bent of the Cochituate, John E. Brown of the Webster, L. H. Johnson of the Essex (Orange, N. J.), and amateur champion of the United States, H. E. Lombard of Cambridgeport, and G. E. Whittaker of the Hudson. The track was half a mile, and the race was for gold, silver, and bronze medals, best two in three. Bent took the lead, with Brown, Whittaker, Lombard, Johnson, and the rest in that order close behind. At the end of the first lap the order was Bent, Carpenter, Whittaker, Brown, Johnson, Lombard; and the mile showed Carpenter, Bent, Johnson, Brown, in order, Lombard and Whittaker dropping out. The next lap Johnson spurred and took and kept the lead, Carpenter second, and Brown third; and the first heat was finished with Johnson winner in 6.42, Carpenter, second, in 6.44, and Whittaker in 6.55. The first heat of the mile race for gold, silver, and bronze medals was next run, the starters being L. J. Frye of Marlboro', Brown, H. G. Wheeler of Marlboro', T. Waite of Hartford, and Clark Lawrence of Hartford. Wheeler took the lead, followed by Frye, Lawrence, Brown, and Waite; and at the end of the half-mile the order was Frye, Lawrence, Wheeler, Brown, and Waite.—Frye leading about ten lengths. The finish showed Frye first, in 2.13½, Lawrence second, in 3.24, and Brown and Wheeler together, in 3.29½. Frye increased his lead from the start, and rode a waiting race. The first heat of the half-mile race for gold, silver, and bronze medals came next, the starters being Whittaker, Harry Percival of Boston, E. P. Butler of South Windham, Conn., B. W. Potter of South Windham, Conn., and W. W. Stall of Wal-

tham. The latter took the lead, followed by Butler, Whittaker, Percival, and Potter, the finish showing Stall first, in 1.38½, Whittaker second, in 1.41, and Percival third, in 1.42. The second heat of the two-mile race was then called, the starters being Johnson, Carpenter, and Whittaker, Carpenter leading and Whittaker second; but just after crossing the half-mile, Johnson took second, and that order obtained until the last lap, when Johnson easily passed to the front, winning the heat in 6.56, Carpenter second, in 7.01, and Percival third, in 7.35, and in that order the prizes were delivered. The second heat of the mile race was now called, the starters being Frye, Lawrence, Wheeler, and Brown. Wheeler led, followed by Frye, Lawrence, and Brown, and the half-mile changed the order to Frye, Brown, Lawrence, and Wheeler, and the finish gave the heat to Frye, in 3.24, with Lawrence second, in 3.25, and Brown third, in 3.33, in which order the prizes were given. The second heat of the half-mile race put Stall, Whittaker, and Percival again on the track, in which order the race was run and finished, Stall's time being 1.46½, Whittaker's 1.43, and Percival's 1.45. Stall's first quarter in this heat was made in 44 seconds, and in each he at he had it all his own way, easily leading his competitors without exertion.

Unfortunately, no regular count of the wheelmen in parade was taken, but as nearly as could be ascertained, about 175 were in the line on entering the park.

**MORRISTOWN RACES.—The Half-Mile.**—A large attendance and splendid weather contributed to the success of the first day's racing at Morristown. A number of 'cyclers were present, and among the spectators we noticed Charley Rowell, who is over here this time, he says, on a "pleasure trip only." Out of an entry of twelve only four came to the post, the following being the starters: L. H. Johnson, Essex Bicycle Club; E. R. Bellman, Essex Bicycle Club; F. W. Fullerton, Manhattan Bicycle Club; W. M. Woodside, Manhattan Bicycle Club. The race needs little description, as Johnson, who had the pole, got off with the lead, 'which he held to the finish, and won by about twenty yards from Bellman. Fullerton made a good race for second place with Bellman, till about half of the distance was ridden, when, his pedal loosening, he was virtually out of court. Ten yards separated Woodside from Bellman, Fullerton close up. The two Essex men evidently knew the nature of the track (which was dusty and lumpy), as they both rode "Harvard Roadsters," with cradle springs. Woodside, who rode a light "Humber" racer, had no chance whatever on such a track. The time was remarkably good for a trotting track, being 1m. 39½s.—*The Quarter-Mile Heats.*—In the quarter-mile only three faced the starter; viz., Messrs. Johnson, Fullerton, and Bellman. The first heat was won by Johnson by fifteen

yards, from Bellman, Fullerton close up. The second heat resulted again in a victory for the champion; Fullerton, however, taking second place, with Bellman fifteen yards in the rear. Mr. Johnson, having won two straight heats, took first prize. Fullerton and Bellman ran off for second prize; a capital race ensued, Fullerton holding his own all the way, and winning by about half a yard, hands down.—*N. Y. Sunday Courier.*

**WORK FOR THE LEAGUE.**—A resolution adopted by the National Association of Amateur Athletes, on date of 21 June, reads as follows:—

"No person competing in games other than those given by an associate or approved club, shall be allowed to compete in games given by associate clubs, nor at the championship meeting. This resolution shall not affect members of clubs located beyond a radius of fifty miles from New York city, except when competing within such radius."

According to this rule, bicyclists who compete at Morristown, Waverly, or Worcester are debarred from competing in the championship or any races under the direction of an athletic club. We hear that an application was made by the Waverly committee for the sanction of the N. A. A. A. A., which was peremptorily refused. Surely the League should take some action in this matter.—*Courier.*

MONDAY evening, 22 August, the directors of the California State Fair held a meeting at the Baldwin Hotel, and decided that a mile dash should take place on the 24th of next month. The track is to be specially prepared for the occasion, and we suggest to wheelmen not to endanger themselves by racing on a track which is not in proper order. It is with much hesitation that gentlemen from this city enter in these races, as they are heavily handicapped by the Sacramentans, who have all the facilities for training, and are accustomed to the hot weather which prevails there. Mr. Flint, of Sacramento, who has been training for some time, will undoubtedly reduce the time considerably at the coming race on his big 56-inch wheel.—*San Francisco Call.*

## CORRESPONDENCE

Scranton.

**Editor Bicycling World:**—I promised to give you date of our excursion to Port Jervis and Milford. As we have decided upon the same, I hasten to give the information to the readers of the WORLD, many of whom, we hope, can make it convenient to join us. We propose starting from Scranton Saturday, 17 September, at 2 P. M., for Honesdale, where we will meet other wheelmen. Sunday morning at 5 o'clock we start for Port Jervis (fifty miles), via tow-path, stopping at Lackawaxen (twenty-five miles) for breakfast. Remaining over night at Port Jervis, we start for Milford and other points Monday. A reception

will be given at Milford on the evening of the 19th. We can promise bicyclers who will join us at Port Jervis a most enjoyable time, as the roads in this vicinity are the very best, and the people the most hospitable. F. C. H.

SCRANTON, PA., 3 September, 1881.

### Montreal.

**Editor Bicycling World:**—Allow me to present my report of the proceedings of the Montreal Club for the month of August:—

	To end July.	During August.	To end of August.
Number of rides,	37	11	48
Attendance thereat,	220	69	289
No. of different members,	19	21	30
Largest attendance,	10	15	15
Smallest attendance,	2	3	2
Total club mileage,	464	170	634
Longest ride,	50	46	50
Shortest ride,	4	3	3
Number of practices,	43	42	55
Attendance thereat,	255	137	392
No. of different members,	32	26	35
Largest attendance,	12	15	15
Smallest attendance,	1	9	1

Bugler and Second Lieut. Miller is leading for both prizes; viz., for the "best mileage," with a score of 490, and for "frequency and punctuality at practice," with a score of 42, — late only four times. Bully for him!....F. C. Holden won the third competition for the club mile champion belt in 3.50, on Saturday, 27 August, defeating Maitland Smith, the former winner, and "Tommy" Lane, but not by much. A two-mile race was contested the same afternoon, which Holden, who is only eighteen years of age, won; "Jack" Trotter, second; "Mosquito" Barclay, third. ....I thank you for giving such prominence to the announcement of our races. I hereby challenge any other dog of my weight to run a mile there for bantam....Fourth Lieut. Whitham has resigned, and Sixth Lieut. G. DeSola, of Boston fame, promoted to fill the vacancy. Mr. Trotter was appointed fifth lieutenant in his place....During the month, we had the pleasure of visits from several wheelmen from distant parts, viz., Mr. Winter, of the Newcastle, England, Amateur Bicycle Club; Messrs. N. K. Bayly, L. A. W. consul for Kingston, Ont., and Mr. Carruthers, of the same place, both of whom have now the right to add M. B. C. to their signatures; and last, but not least, Mr. Greata, of the Falls City Club, Louisville, Ky.

CLUB DAWG.

MONTRÉAL, 3 September, 1881.

### Providence.

**Editor Bicycling World:**—Owing to the absence of many of the Providence Club during the summer, no official runs have been called, but a great deal of night riding has been enjoyed in squads of threes and fours. Many trips have been made after tea, up and down on either side of the bay, and wheelmen have patronized the summer gardens extensively. A few evenings since, a dozen of our club took an informal run out through the park, and on our return took in the "Mascot" at the Garden, occupying half of the front row. In the second act *Bettina* (Mrs. Carter), while fretting under the

restraint imposed upon her by her lord and master, exclaims, "Oh, give me, give me a bicycle!" The hard-hearted Lorenzo replies, "No bi; no bi."....The writer was surprised a few weeks ago by the announcement that all wheelmen are charged half a dollar for the carriage of their bicycles from this city to Boston. In conversation with one of the baggage masters, he remarked to the writer that he, personally, was always glad to carry the wheels, having had some thirty or more in his car on the way to the Meet in May last, and he thought he knew something about it; but that shortly after, a Dedham wheelman chanced to have a couple of spokes knocked out while in transit to Boston, and becoming very wroth, was for suing the company for damages. Immediately after this, the superintendent issued orders that a tariff of fifty cents should be levied upon each wheel carried upon the Boston and Providence Railroad. Would that this youth had sent us his bill for repairs, than that we should hereafter suffer this extra tax!....Our club have lately secured a very pleasant club room in the heart of the city, heated by steam, and with an elevator near at hand. Visiting wheelmen will always be most welcome....At our last regular meeting C. T. Grammont and E. C. Danforth were admitted to membership. The latter gentleman has taken up a temporary residence in our city, which we trust may result in his remaining here permanently. Though the writer has ridden with him a number of times since his arrival among us, he cannot recall more than one "real aesthetic" header that he has indulged in, and then he rode home, some seven miles, minus a handle. ....At our last meeting the resignation of R. L. Lippitt was accepted. JAKE.

PROVIDENCE, R. I., 4 September, 1881.

### Transportation.

**Editor Bicycling World:**—I would like to call the attention of the officers and members of the L. A. W. to the subject of the charges made by the different railroads for carrying bicycles, when accompanied by the owners. A little experience of myself and friends will serve to show the utter absence or disregard of any regular rate for transporting machines. Wishing to take my machine a distance of fifty miles, I was told by the railroad officials that it was very doubtful if I should be allowed to take it at all! After some "chin," it was finally taken at a charge of seventy-five cents. Returning by the same route a few days later, I was charged but fifty cents. A friend wishing to go forty-four miles into the country was charged fifty cents; but on his return, the grasping baggage-master wanted a dollar and a half! Refusing to pay it, a compromise was effected at one dollar. In the face of all this, still another party carried his machine one hundred miles for half a dollar. These are but a few, and perhaps not fair examples; but it would seem that the officers of the League could insti-

tute an important movement towards reform in this direction by requesting the managers of some of the principal railway lines to fix a rate, and thus prevent the wily baggage smasher from getting rich at the expense of unfortunate wheelmen.

B. RO.

HARTFORD, CONN., 1 September.

#### A Gentle Protest.

*Editor Bicycling World:*—To a man up a tree, and who, therefore was not at the League Meet, and consequently does not know all the facts in the case, it would seem that the communication of "Bernard," in the BICYCLING WORLD of 17 June, not only bore a strong odor of sour grapes, but was freighted with unwarrantable sarcasm, and untruthfulness withal. It is very like an Italian, however, to stab in the back; but when he cuts at our worthy president, he irritates the vertebrae of nearly all the members of the League. Hence the subscriber's spine has been curved like a cat's ever since reading the ugly production; but as he has been vainly waiting for some better known contributor to resent the broad-sided insinuations therein thrown at Mr. Pratt and Col. Pope, he will now rise in his place and speak a word for Pennsylvania.

On 30 May last, the L. A. W. held their business meeting in Bumstead Hall, Boston, for the election of officers for the ensuing year, and we then elected Mr. Charles E. Pratt to be our president. He was chosen and elected, not because he was in any way connected with any manufacturing establishment, or because any manufacturer wanted him, but because he was our choice; because his heart and hands were in the work; because, in recognition of, his past valuable and appreciated services; because he was and is a popular gentleman; and because *we*, the majority of bicycling enthusiasts, promoters, and well-wishers of the League, *wanted him*. If "Bernard" was not of this opinion, it would have been in much better form and taste for him to have spoken "right out in meetin'" like a man, and had his full say, and if overruled by numbers, then to have gracefully bowed to the will of the majority, than to have sneaked off home and endeavored to get the disappointed bile off his stomach by throwing mud à la ward politician, through the columns of the BICYCLING WORLD, and behind the mask of a *nom de plume*. This writer is no more anxious to make enemies than to curry favor; but while he holds it to be an undisputed fact that Mr. Pratt and the Messrs. Pope have done more for the cause of bicycling in this country than any other dozen men, he is constrained to make a protest when attacks of this character are made upon such champions of our sport as these gentlemen are, and to maintain that their worth in the promotion and growth of our favorite pastime is indispensable, and should be so recognized by every member of the League. To this end Mr.

Pratt has worked earnestly and successfully ever since the wheel first began to roll in New England; and this is what we call "getting up a record" that will be as enduring as the outer portals of Kingdom Come.

Decidedly we are not of "Bernard's" religion, and it is sincerely to be hoped that he will revise his edition.

F. B. W., *Consul L. A. W.*

ERIE, PA., 7 July, 1881.

#### Mr. Lippitt Again.

*Editor Bicycling World:*—In reply to the letter in your issue of 19 August, signed "A Member Providence Bicycle Club," allow me to say that on 31 May I received a challenge to race for the Howard medal. Among the entries for the race was Mr. Thurber, who, as I understood, did not belong to the Providence Club, to the members of which the right to race was limited. Accordingly I wrote him that in my opinion he was not eligible, but if there was any doubt about it I would join with him "in having the matter thoroughly discussed and the right or wrong proved." On 6 June, the secretary sent me word that Mr. Thurber was a member; and on inquiry, told me he had resigned, but his resignation had not been accepted. I determined to inform Mr. Thurber that I had been mistaken, but before doing so, asked to see the secretary's records. Under date of 19 February, I found that his resignation had been laid on the table; but turning over, I found under date of 9 April that it then had been accepted. The secretary who made the record subsequently told me he was confident it was correct; and Mr. Thurber has acknowledged that he received a notice of the acceptance. This record of 9 April had been scratched out, and Mr. Cross, the present secretary, who now accuses me of acting ungentlemanly, confessed it had been done by him. In other words, he had, without notifying the club or informing me, and though knowing there was a misunderstanding about the matter, scratched the acceptance of Mr. Thurber's resignation from the records, and written me he was still a member of the club. I was of course surprised; but, anxious to settle the matter, I made a written proposition to the club to postpone the race one week, and that I would allow any member to enter up to the day before the race, at the same time saying I thought Thurber not a member; and at a subsequent meeting I sent a friend to repeat the proposition, and explain the reasons for my course in regard to Mr. Thurber. Under the guidance of Cross, the seven or eight members who were at the meeting refused to listen to my explanation; and feeling that it was no longer proper for me to remain in the club, I handed in my resignation. This was not accepted. For the next week these members indulged in a great deal of hard talk; and at the end of that time, in a fit of boyish petulance, without notifying me or asking

for any explanation, they passed a resolution of expulsion, and it was published that I had been expelled for conduct unbecoming a gentleman.

The matter had now become too public to be passed without notice, and I called the attention of the executive committee to the constitution, which provides that a member can only be expelled after seven days' notice and a fair hearing, and demanded a trial. Against the wish of the members who had been active in the matter, and who declared there was no necessity for discussing it further, the committee agreed. A disinterested committee of three was appointed, one by me, one by the club, and the third by the other two. Their written instructions were to consider my conduct "both according to the special rules of the Providence Bicycle Club and the general principles which should govern the conduct of gentlemen." Their written and unanimous verdict was, that they found nothing in my conduct "which called for or in any degree justified my expulsion." As the facts have become known, several members have expressed their approval of my course; and Mr. Thurber said he thought the club had been unfair. As an indication of the opinion of those conversant with the affair, I quote from a letter of Mr. Howard, who presented the medal to the club, and of whom, on 10 June, I asked advice. He writes: "After carefully examining the matter, I consider you have in every respect complied with the rules and regulations under which I presented the medal to the club, and the interpretation you have put upon them corresponds with what I intended they should mean when I made the gift." To show what the person to whose generosity the club owe the gift, thought of their actions, on 10 June Mr. Howard wrote to the club that as they had failed to comply with the conditions of his gift, he withdrew the medal, and he subsequently presented it to me, saying I was fairly entitled to its possession.

Your correspondent of 19 August has acted wrong in again making public a matter which the officers of his club agreed should end with the verdict of the judges. He is wrong in pretending he wrote in reply to a letter of mine, as previous to this I have never written you on this subject; and he is more than wrong when he says the verdict of the judges was given on any legal or technical point whatever. The trouble was to a great extent due to the petulance and boyish ignorance of the managing coterie of the club. Had Cross known that the proper way to correct a supposed error in the records was by a resolution of the club, and not by quietly erasing it and acting as if it never existed, or had they known the way to settle a misunderstanding was to consider both sides of the question, they would not have refused to listen to my explanation, and they would not have endured the humiliation of seeing the medal withdrawn from their possession. Had they known it was proper to

expel a member only after careful consideration of the reasons for his conduct; they would not have grown bitter at seeing their impulsive decision reversed by a board of judges whose impartiality no one questions; and if, having made a formal agreement the matter should end with the verdict of that board, they had as a club denied the responsibility of the letter in your issue of 19 August, as I made a written request they should do, it would not have been necessary for me to make these matters public in your paper.

R. LINCOLN LIPPITT.  
PROVIDENCE, R. I., 27 August, 1881.

### NOTES, QUERIES, ETC.

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

W. to F.

*Editor Bicycling World:* — Under the title "Kron's Spring Vacation," we notice a very frank retraction of the statements concerning the road from Worcester to Framingham. Our esteemed friend says the proper track is as good as any tourist ought to ask for; but what will he say when he actually goes over the right road; for it is clear, from his taking the "new" road and going down grade to a railroad track, that he is again "a good man gone wrong." Friend Kron! next time you come this way, don't take any "new" roads, but call on

ONE OF THE WORCESTERS.

#### Yale Light Roadster.

*Editor Bicycling World:* — In answer to "Ixion," I will give my experience of five or six hundred miles on a "Yale Light Roadster (thirty-seven pounds ready for the road, 3-inch tire) on good and bad roads.

1st. The wheel is more rigid and is far stronger than the ordinary one. It has never buckled, and is as true as a wheel can be. Judging from the tone of the vibration, not a spoke has slackened in the least degree. 2d. The curved handle bar is a great comfort, but also as much or more of a discomfort when coasting, and when a sudden dismount must be made on the up-crank side with the upper leg caught under the handle. It is a help to hill climbing, and gives a natural, easy position on the machine. Upon the whole, the writer prefers the straight handle. 3d. The effect of stones is not different from that on any other form of rim. It is next to impossible for a stone to strike the side of the rim to indent it. 4th. The tire holds as well as any other. There is no question as to the strength and rigidity of this machine; but the vibration on rough roads, and the narrow tire on soft ones, are facts which convince the writer that this machine will not be popular for rough usage.

H.  
WORCESTER, 3 September, 1881.

### BOOKS AND PAGES

"FICTION" is the appropriate title of a new weekly publication, just issued by Keppler and Schwarzmann, of New York, the publishers of *Puck*. *Fiction* is a thirty-two-page pamphlet full of readable stories, both serial and completed, and is printed in large, clear type, very attractive to the eye. From a hasty but comprehensive glance at its pages, we should say that it fills a need in popular light literature, the stories in this initial number being excellent in quality and entertaining in character; and we shall welcome its weekly appearance with pleasure.

"YOUTH AND PLEASURE" is a pleasant little paper, full of stories and pictures for young people between the ages of nine and eighteen, and is edited by William H. C. Lawrence, the publication office being at 141 Franklin street. The leading attraction, and begun in the first number, is a serial mediæval romance entitled, "The Story of Master John," and with the other stories and articles is

finely illustrated. It has a puzzle department, a music department, and a very unique and beautiful title-page, and is altogether very readable for old and young of both sexes.

THE CENTURY CO., publishers of *Scribner's Monthly* (to be known as "The Century Magazine" after October), will soon issue a portrait of Dr. J. G. Holland, which is said to be a remarkably fine likeness; it is the photograph of a life-size crayon-drawing of the head and shoulders, recently made by Wyatt Eaton, and will be about the size of the original picture. It is to be offered in connection with subscriptions to *The Century Magazine*.

TOURS ON THE BICYCLE.—Henry H. Bentley, president of the Philadelphia Local Telegraph Company, is an enthusiastic votary of the pleasures of the rapid wheel. During a recent business trip which he made through various parts of New York, the bicycle was a frequent means of travelling; and so thoroughly is he imbued with a sense of the benefits to be derived from such trips, that he intends to make an extended tour, accompanied by his son George and another gentleman, through portions of New York and New England, in September and October. "I should have thought," said he to a reporter, "that by this season the people throughout the country would be accustomed to the sight of bicycle tourists; but my little trip this week shows me that such is not the case. Country people are prone to regard bicycling as a boyish pastime, and remarks made by many of them are anything but complimentary to the dignity of the rider. If bicycling is a boyish pastime, all I have to say is, a great many gray-haired men make boys of themselves. The hard work is well compensated by the improvement in physical condition gained by such trips. A man who rides a bicycle cannot indulge in intoxicating drinks, for if he did he would n't ride far. The tourist must keep good hours, live on plain, wholesome food, and refrain from all those vicious habits which tend to enervate him. I have found that the man who uses tobacco on a tour generally fails to keep pace with the others, and is compelled to go home or take to the railroad.

—*Germantown Times.*

AMONG the many wheelmen who wheeled Worcesterward, this week, were a "baker's dozen" of the Massachusetts Bicycle Club, who think that they were remarkably favored with good weather, good roads, good company, and good cheer. A part of them started at eight o'clock Monday morning, had "a glorious dinner" at Hotel Wellesley, and met at South Framingham another party (including some of the Boston Club) which left Boston at 2 P. M., and their esteemed Marlboro' members, Messrs. Atkins and Pratt, who rode down to meet them, and escorted them to the Central House at Marlboro', where the whole

party spent the night. Of seven new members voted in at the last meeting of the club, five were of the party; and to one of them, Mr. R. D. Pratt of Marlboro', belongs the credit of one of the most delightful entertainments and pleasant surprises which the club has enjoyed. Invited to his residence for a social call, the club were cordially welcomed by his family and lady friends, and several members of the Marlboro' Bicycle Club, and after a social hour, were seated about a table loaded with delicacies. The Massachusetts Club seldom quails before such an array, but it felt now that this was too much; when cheers were heard, and a large and lively re-enforcement appeared in the shape of a dozen members of the Boston Bicycle Club, who, invited by Mr. Pratt, had ridden over from Northboro' — in a 'bus! (the Boston men are always careful of their wheels); and joining forces with the Massachusetts men, full justice was done to the sumptuous repast. After a most enjoyable evening, the company broke up, voting Mr. Pratt and his friends the best of hosts.

Tuesday morning the start was made for Worcester, and excepting one bad "header" by a new member on a Shrewsbury bi., an entirely successful run from Boston to Worcester was completed. The thanks of the club are due to Mr. A. L. Atkins, its Marlboro' representative, for his active exertions in its behalf.

MASS.

WE have a few words to say this week about "Sociables." Ever since we saw a lady and gentleman starting on an Easter tour this spring on one, we have had a great desire to try a double "trike." Some months of careful economy enabled us last week to acquire the machine we had been longing for; and we can unhesitatingly state that we believe there is a very good future for double tricycles, where the riders sit side by side, and are able to converse. They only want to be tried to be appreciated. Even with only a daughter for a companion, we had a most delightful ten miles' spin on the first evening; while we can well imagine the pleasure with which the gay youths of the wheel world will be pervaded when they find that by virtue of double trikes they can enjoy spooning without giving up riding. There are certain inconveniences, of course. A man may not care to risk the cost until he is sure of the pleasure, unless he will take our word for it. The difficulty of storage is hardly greater than with any ordinary tricycle, for with the small geared wheels used the machine can be inserted lengthwise into a doorway, for which it would be too wide if wheeled in the ordinary way. In fact, the only drawback that we can see — and after all that is not a very great one, — is that, blow high or blow low, the journey must be ridden out, as taking a train with a "Sociable" would not be a joke. Bad weather can always be shirked by leaving the machine, as one does a boat on the

river, and returning another day to "work her home." One thing is certain, that with a "Sociable" no 'cyclist need not give up riding on entering the "holy estate." Speaking from our own experience, we can say that with a companion weighing from seven to eight stone, we found we could easily propel the machine alone on the level, while down the least incline there was only necessity for one to work. The only rise we have yet encountered is the somewhat stiff gradient of Kew Bridge, which was mounted with no more exertion than if bicycling. Down-hill is of course "jam," as good foot-rests are provided.—'Cyclist, 10 August.

No one can sympathize with a 'cyclist who is detected and fined for riding on a footpath, because he is selfishly seeking his own ease to the detriment of 'cyclists generally.—'Cyclist.

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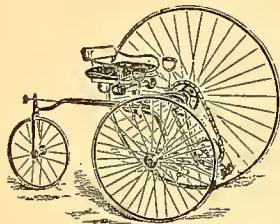
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