

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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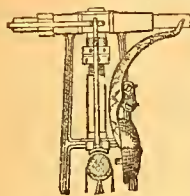
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

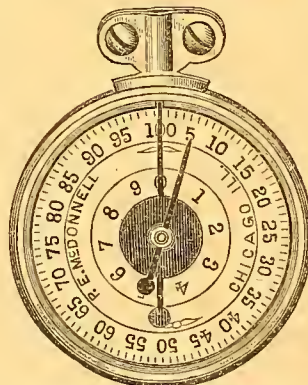
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MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

CURRENTE CALAMO

THE secretary of the Buffalo Bicycle Club has our thanks for a copy of the club rules and regulations.

CONKLING of Chicago has grown an inch taller, and rides the biggest Yale racer in the country, — a 61-inch.

SECRETARY CARSWELL of the Toronto Bicycle Club was in Boston this week, on a flying trip through New England.

THE Champion City Bicycle Club has its rules and membership list neatly and compactly printed on a card, single folded.

W. FRANCKE of Louisville, Ky., won a prize medal at Harrodsburg the 3d inst., in a fancy riding competition with Lexington wheelmen.

SECRETARY COLEMAN of the Manhattan Bicycle Club recently fell from his machine while night riding, and severely injured his hip and shoulder.

OUR second lot of "Cortis on Training" has not yet arrived, and we must once more beg the indulgence of those whose orders are still unfilled on our books.

PRESIDENT SNYDER of the Essex Bicycle Club, Orange, N. J., has just imported a 60-inch bicycle, but the tall young man of Chicago goes him an inch better with his Yale.

THE finely engraved steel portraits of Longfellow and Emerson in the recent number, of the *Atlantic Monthly* were the work of J. A. J. Wilcox, an ardent wheelman, and a member of the Chelsea Bicycle Club. Mr. Wilcox is now engaged upon a group of President Garfield and family for a Boston publisher.

H. D. COREY and A. H. STETSON, of the Meteor Bicycle Club of Boston, rode to Manchester-by-the-Sea, from Brighton, and return, Sunday, and attended church at Masconoma, and at the close of the service had a pleasant chat with the officiating clergyman. Mr. Corey speaks in high terms of his 52-inch, 34-pound Yale Invincible, single balls, and three-quarter-inch tires, which stood the seventy miles run splendidly, although some of the riding was pretty rough, owing to the dry weather.

FRANK W. WESTON, the "Father," did not commence to work up his English tour early enough this year to secure a party of tourists to accompany him to attend the Harrogate meet, and do the roads of "Merrie England"; but he announced to us just before departure that he should at once commence arrangements for a grand tour next summer, and should during his present trip complete all necessary preliminaries abroad, so that all his future work would be devoted to arranging matters here. He is determined to make up a good party in numbers as well as in quality. We therefore advise all wheelmen who would like to join such an expedition to make up their minds now to do so, and husband their resources to that end.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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Arthur G. Carter, 4 E. 59th St., New York.
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 11 AUGUST, 1882.

THE BICYCLE MONOPOLY.

WE have frequently referred to the combination of unjust monopoly and exorbitant tariff which enables one concern to control bicycling in this country, and by which the manufacturer is rapidly enriching himself at the expense of general bicycling interests; and last week we again called the attention of the executive board of the League of American Wheelmen to the question of duty on imported machines, and the necessity of some action being taken during the present sitting of the tariff commission to induce that board to recommend either entire removal or a material reduction of this 35 per cent. Whatever has been the value of the combination of patents claimed by the American manufacturer, it has been supposed that he has at least

reaped a handsome profit in the royalties collected on imports, to say nothing of about 100 per cent. on the goods manufactured here. But it would seem this is a mistake. The Bicycle Manufacturer of America is not satisfied with his little \$10 bill and his Dutchman's 1 per cent. on every machine used here. We find that the "present protective tariff gives the English manufacturer undue advantage over him"! The following item in a Boston daily paper is what has enlightened us: —

"Mr. A. A. Pope of this city, president of the Pope Manufacturing Company, made a statement to the tariff commission Saturday, in which he complained that the present tariff discriminated against his business in that it imposed a duty of 45 per cent on steel and only 35 per cent upon bicycles. In order to obtain foreign trade he would have the duty removed from steel. As it is, his company has an annual home trade of half a million, when if it could take advantage of the market it could have a trade ten times as large."

This looks like an attempt to add to the load of an already overloaded camel. It is perhaps fortunate that Mr. Pope's eloquence can have but little weight with the tariff commission at Long Branch, yet it shows that he intends to leave no stone unturned which will enable him to decide who and how many shall purchase bicycles in this country, and what machine they shall use. The owner of the Patent Combination has hitherto seemed content with large margins of profit on goods sold and his little royalty, and whatever points he has sprung on the public, he has done it so quietly that it has passed unnoticed by many; but this attempt, to increase the cost of both imported and domestic bicycles (for the price of American machines will be advanced in proportion to the increased tariff on imported wheels) is made so openly and in such plaintive tones that it is likely to attract considerable attention from the bicycling public. To be sure, according to the wording of the item quoted, Col. Pope asks for merely a reduction of the tariff on steel; but who supposes the comparatively small amount of steel he uses in the construction of bicycles is of sufficient account to warrant a reduction of the impost to meet his case? The aim is not to bring the duty on steel down to thirty-five per cent., but to increase that on bicycles to forty-five per cent., and so force first-class English machines out of the market

entirely. American bicycles are yet in the experimental stage of construction; while the English manufacturers are producing almost perfected results. Novices will be satisfied with the former and, not appreciating the difference, will continue to pay first-class prices for second-class wheels; but the great bulk of riders now have passed the novitiate stage of bicycling, and demand the best machines at a fair price, — a demand the American manufacturers cannot at present meet at any price. It makes one smile to read the implication in the paragraph quoted, to the effect that by removing the duty on steel, the monopoly could put its machines in successful competition with the English makes in their own market, where the same quality may be bought in abundance at less than half the price charged for American machines here.

There appears no likelihood of the League immediately moving in the matter ("large bodies move slowly"), so we shall prepare a circular petition to the commission for a removal or reduction of the present tariff of thirty-five per cent, and send a copy to each club in the country for signatures; and we think Col. Pope will be surprised at the attention his modest request receives, while if the tariff commission will take the pains to look over the names attached to the petition, they will undoubtedly find there the expression of the great majority of the bicycling public of the country.

THREE hundred and sixty-one ballots out of a membership of twenty-five hundred! That is the total vote of the League, after ample notice and the sending of a voting blank to each individual member. Of these, Massachusetts cast 136, Ohio cast 43, New York cast 37, Connecticut cast 25, Maryland cast 21, New Hampshire cast 14, Pennsylvania cast 13, Province of Quebec, Michigan, and Wisconsin 9 each, Vermont 8, New Jersey 7, Iowa and Nebraska 6 each, Missouri 5, Illinois and Maine 3 each, California, District of Columbia, Indiana, Maritime Provinces, Minnesota, and Rhode Island, 2 each, and Province of Ontario and England, 1 each. *What a live organization!*

WE have an open sample of the excellent little McDonnell cyclometer (sold by Fairfield & Co. of Chicago), now at our office, by which any persons who will take the trouble to call may inspect the works and thoroughly understand the working of the instrument. We have used one on our wheel since 1 June, and although never but once testing it with another make (on which occasion the two varied on different machines less than a

quarter-mile in eighteen), but we have found it generally agree with superficial distances given between localities. We believe the cyclometer to be perfectly reliable if properly put together; and although we have heard complaints occasionally, we have generally learned that trouble was caused by imperfect setting in the case. The makers always promptly exchange these, and a second instrument has seldom if ever failed to satisfy the user.

THERE is a dispute now going on between Fred. Westbrook of Brantford, Ont., Perry Doolittle of Aylmer, Ont., and J. G. Hay of Woodstock, Ont., about the bicycling championship of Canada. We believe the last regular championship contest in Canada was held in connection with the annual races of the Montreal Bicycle Club on the Montreal Lacrosse Grounds, 21 September last. On that occasion, Mr. Hay won first and third of three heats for the one-mile championship of Canada, as announced on the programme, in 3m. 49s. and 3m. 48s., respectively, the second heat being won by J. Moodie, Jr., of Hamilton, in 3m. 53s. We believe these races were regularly conducted, and if so, Mr. Hay is still the champion of Canada, irrespective of his having been beaten in non-championship races since. The Montreal Bicycle Club was affiliated with the Montreal Athletic Association and the L. A. W., and in the absence of other authority was perfectly competent to establish a championship.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON RAMBLERS.—Pursuant to an invitation given by Mr. C. S. Howard, a number of bicyclers met at his house Monday evening, 31 July, and formed an organization to be known as the "Boston Ramblers." A constitution, compiled by Messrs. Howard, Butterfield, and Cutter, together with an original whistle code, was adopted. Officers were elected as follows: President, S. S. McClure; secretary (also treasurer), A. H. Forbush; captain, C. S. Howard; first lieutenant, R. F. Stahl; second lieutenant, C. B. Butterfield; bugler, A. B. Cutter. We found it very hard to decide upon the color of our club uniform, as the three leading colors—gray, blue, and green—are already in use by the different Boston clubs, and we wished a different color; but finally decided upon a dark-green English serge, with stockings and cap to match. A committee was appointed to bring forward designs for a club badge at the next meeting. After adjournment, our captain invited us to partake of refreshments in the form of ices, cake, etc. The club is composed of fourteen of the most active and enter-

prising bicyclers in the city, with prospects of a large increase in the near future. More than half the club are already uniformed, and most of the others have ordered.

A. H. FORBUSH, Sec'y,
35 Batterymarch street, Boston, Mass.

DETROIT BI. CLUB.—The semi-annual election of officers of the Detroit Bicycle Club was held Tuesday evening, 1 August, resulting as follows: President, L. J. Bates; vice-president and captain, A. C. Varney; lieutenant, E. D. Hutton; secretary and treasurer, W. H. Elmer. The club is growing in numbers and interest. Meets for weekly runs Wednesdays. D. N.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3:30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OAKLAND, CAL., 22 JULY.—At the races under the auspices of the Olympic Athletic Club, 22 July, held on their grounds, the following bicycling events came off: The first race was a mile bicycle handicap with the following entries: J. C. Quinn, scratch; J. H. Spring, 40 yards; C. Burkhalter, 70 yards; W. H. Lowden, 82 yards. Lowden cut out the pace and won after a hard race, beating Burkhalter by a few feet with Spring a good third. Time, 3:17½. The next event was an 880-yard bicycle handicap. The starters were: C. L. Leonard, scratch; J. H. Spring, scratch; R. F. Verrinder, 40 yards. Leonard closed up rapidly on Verrinder, and lapped him on the second round. The pair rode easily, side by side, for half a lap, when Spring came up with a rush and caught Leonard napping. Leonard tried hard to make up the distance he had lost, but failed, and Spring won by several yards; Leonard second. Time, 1:37. In the two-mile handicap bicycle race, the starters were: H. C. Finkler, scratch; G. L. King, 180 yards; C. Burkhalter and W. H. Lowden, 310 yards. This race was the reverse of interesting. Finkler, the

scratch man, evidently thought he had no chance to win, and did not half try after the first mile. Burkhalter won easily by several yards, with King and Lowden a dead heat for second place; time, 6:42. Officers: Referee, A. S. Barney; judges, C. S. Neal, William C. Gibbs; starter, Louis McLane, Jr.; time-keepers, W. R. Melville, P. McIntyre, Dwight Germain; clerk of course, R. T. Stombs.

THE Salt Lake Bicycle Club held races 24 July, William Jennings winning a one-mile and ten-mile race in 3m. 20s. and 40m., respectively. The prizes were gold and silver medals to first and second.

PRINCE promptly responds to Mlle. Armaindo's challenge, offering to ride fifty miles against Mlle. Armaindo, Miss Von Blumen, T. W. Eck, and W. J. Morgan, allowing them to relieve each other every five miles; the stakes to be not less than \$100, the race to take place on any fair track in America, and within two weeks after signing the articles.

JULY 22, the Montreal Bicycle Club rode a ten-mile handicap road race. from that city to Lachine; G. W. Smith, scratch, winning in 52m.

THE Boston Bicycle Club has conditionally accepted the challenge from the Massachusetts Club to a ten-mile race, but at last advices the latter club had not acceded to the conditions. The Bostons' mile handicap for the club cup is to be run during the present month. At the last meeting of the club it was voted to establish Cobb's Tavern at South Canton as the headquarters of the club for the southern suburbs.

THERE are to be bicycle races tomorrow on the fair grounds at Ovid, Mich., under the auspices of the Ovid Bicycle Club, to comprise a five-mile dash, a one-mile heat best two in three, a half-mile dash, 100-yard slow race, one-leg race, and fancy riding. Prizes to the value of \$150 will be awarded.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

San Francisco.

Editor Bicycling World:—For the purpose of having our brother wheelmen know how the lively portion of the Pacific are progressing, we embrace the opportunity, during a foggy and windy day, of sending you a few notes: On Thursday evening last the regular monthly meeting of the San Francisco Bicycle Club was held at the Windsor House, Mr. Columbus Waterhouse presiding, and a large concourse of members present. The honorary treasurer, Mr. George J. Hobe, read his report, showing the club to be in a healthy financial

condition. Messrs. E. Schwerin and W. H. Fisher were elected active members. A number of names were read and handed to the committee on membership, to be reported upon at the next meeting, 10 August. Thus we will have, should a favorable report be made by the committee, the largest club on the coast; it at present numbering nearly forty, all of whom with the exception of one possess machines, and ranging in years from twenty to fifty-six, — except Master Varrinder, who is but fifteen. A resolution to the effect that none of the members will be permitted to participate in any of the club runs after the 1st of October next unless they appear in full uniform — which consists of dark-brown parole jacket, knee-breeches and stockings being optional, (?) and black cap with visor, or straw hat, should the weather require the same — was adopted. Mr. H. R. Judah, assistant passenger and ticket agent of the Southern Pacific Railroad Company, having distinguished himself in the encouragement of bicycling, was unanimously elected an honorary member, thus making the third on that roll, the other two being his Excellency the Governor, and Ex-Capt. Geo. H. Strong, both of whom were among the founders of the club, but are at present non-residents of this city.... Mr. H. C. Eggers, also one of our ex-captains, who has but lately recovered from a severe attack of erysipelas, will pass a few weeks in Fresno (a city located in the southern part of the State), for the purpose of recuperating his health and attending to the vast interests of the firm of which he a member. After perusing the many works on training which are in the market, a couple of enthusiastic wheelmen were not satisfied without seeing Cortis's of which a leading daily paper here says, very truly, that "Mr. Herbert L. Cortis, amateur champion of the world for all distances, recently wrote a book on training for amateur athletes, with special regard to bicyclers. The work embodies the usual matter found in books of its class, only in a slightly condensed form, in this instance the most notable feature being the amount of precaution taken by the author in avoiding to mention any of the 'tips' which the wheel world so naturally expected from one, as his wonderful performances have shown, so thoroughly experienced." To-morrow afternoon promises to be a gala day for cyclists here. The Pacific Wheelmen's Association, in conjunction with the Olympic Athletic Club, will have at their new grounds (a five-lap clay track) three handicap races, as follows: A mile, a half-mile, and a two-mile race. The handicapping appears to be quite satisfactory to all concerned, and in the last event it is somewhat of an experiment, as none of the contestants have a record for that distance; but it is safe to say that should the person who is placed at scratch win, he being handicapped by two with three hundred and ten yards each, by one, one

hundred and eighty, and by another, one hundred and forty, he would not only greatly satisfy the handicappers (who are much too many) but greatly surprise himself. As regards the other events, some interesting racing should come of them, as the participants are handicapped to a nicety. ... Scarcity of cash in the city treasury has caused the former board of park commissioners to become somewhat bilious, their resignations following, and their attachees also. This has given the governor — who is a bicyclist, "or used to *was*" — the opportunity of appointing an entire new commission, which meets with the approval of all local cyclists and their friends. Numerous wheelmen who reside at a great distance from the park have placed their machines at the "Park Inn," which is about three hundred yards from the park; the compensation which the innkeeper receives is the profit made on the mineral water drank there, — thirsty cyclists in this glorious climate drink nothing else. (?) It is also very convenient for the wet season, as the park is the only place fit to ride in in winter.

... Last year one of the fair associations announced in their "big posters" that there would be a great bicycle tournament and a series of races; they did not consult bicyclers, as they labored under the impression that by offering large purses everything was complete, but to their disappointment not one bicyclist put in an appearance. Squealing from the judges' stand did not satisfy them, but more had to be done, through different journals; other associations consulted the convenience of wheelmen, advertised the events as for amateurs, under the jurisdiction of the "4 A's," and for prizes in place of b(o)u(i)ll-i-on (in one instance some fellows got soup). These and other actions have caused amateur bicyclers in this district to become entirely independent of all fair associations throughout the State, their experience with them last year having been partly the means of a track being built for their special sport. The action of the president, Mr. Geo. H. Strong of the Pacific Wheelmen's Association, — an organization for the purpose of placing the sport with all its attractive features before all its numerous friends and the public, — in informing managers of these fairs that no amateur bicyclist will participate in any of their advertised races, has met with the hearty approval of all, particularly those who did the wheeling for those associations for glory and for medals heretofore.... As the fog has disappeared, and the wind abated, also my wheel awaiting oiling for the race of to-morrow, — from which I would gladly be excused, — without boring you further, I take the liberty of subscribing myself

SCRATCH MAN.

SAN FRANCISCO, CAL., 21 July, 1882.

The "Merrylanders."

Dear World: — In mine nostrils still hangs the delicious fragrance of Trabu-

cos, Reina Victorias, and the golden leaf of fair Virginia's soil, — fit incense to the goddess of the "wheel," though burnt in modest censer of lowly clay, — and in mine ears lingers the rich melody of voices, tenor and bass, mingling with dreamy strains of flute and piano. Anon a peal of laughter, — an interval, — aye, a long interval of applause and bravas, — the clink of something not metallic, — the glint of something not domestic. Wel-l-l-l! and as methinks I see those happy forms homeward turn, and the lights go out in silence, I feel with them a pang of regret that it is all over, and that the musical smoke of the Maryland Bicycle Club — the first held in the United States — is a thing of the past. You were not there. No: I missed your genial face, dear WORLD, — happiness is not unalloyed, else all our bicycling friends had been there to partake of our modest hospitality. We should have found room for you all, in our hearts at least, though our rooms were filled that pleasant evening: some examining with earnest interest and admiration the bright array of nickelled Challenges, Harvards, Clubs, and the latest aspirant to favor, the "American Sanspareil" (candidate no longer, since it has been given the foremost rank in popular favor); others strolling through the spacious parlors, reception rooms, wardrobe, and bath-rooms of our model club-house, until the opening number was announced, and the Vesper Quartet, Messrs. Trego, Hayden, Price, and Worden, rendered "Banish, O Maiden," as only they can sing it. Had you been in some of the *salons* of Paris last winter, you would have heard that popular monologue "The Hat." Had you been with us, however, Saturday night, you would have heard it spoken in a manner that it were vain for any living Frenchman to attempt to imitate, by Mr. Clymer Whyte, whose every expression revealed its hidden meaning and charms. Whilst yet the sturdy encore aroused the echoes of North avenue, the deep bass of Mr. Doherty's wondrous voice told of the happy life of that jolly old soul, "The Friar"; and so well he told and laughed and sung it, that every one wished himself a monk in cowl and gown as he cried "Encore!" Mr. Doherty, however, was inexorable; and filling his pipe, he with the others joined in popular admiration of "The Two Roses," presented by the Vesper Quartet. "Well done!" cried one and all, and Capt. Trego felt proud indeed as he conducted Senor Carlo Sanchez to the piano. What is sweeter than a pure tenor voice? You remember Mario in his palmy days? Ah! well then, — you should now hear Sanchez. Of course he had to repeat his charming Italian selection. 'T was then our captain arose, and sang a solo of one line, — yet oh, the feeling therein contained! It ran thus: "Gentlemen, will you now walk up-stairs for a few minutes?" In chorus and duo we drank the glorious punch our janitor and his aids had brewed, and our friends re-

peatedly wished long life to the Maryland Bicycle Club in a choice old vintage. Quips and quirks and joke and story added a finer flavor to old English cheese and water crackers, until a shout of laughter from below told those who "stayed yet awhile" that inimitable Ned Macy was singing and acting a comic song. "Oh, we've lots of fun," came Ned's voice up the stairs, and we "stood not upon the order of our going" in joining the company below, just in time to add our mite to the well-merited applause, and beg for a repetition, which was graciously granted. Just here Mr. Shryock was to have given some feats of legerdemain, of which occult science he is an able exponent; but much to the regret of all, he could not appear. There is a future, however, and at the next musicale — but that was confidential.

Every one knows how brave a heart is required to be a "voluntary"; therefore, aside from the merit of his music, was it any wonder that Mr. Bruce's flute solo was applauded to the echo? He nobly supplied Mr. Shryock's absence. Fennell — bless his heart — said, "A banquet should be so served that each succeeding course shall have to the eater as fine a zest as the one preceding it." It seemed that our committee must have been musical disciples of that fine old epicure, when they asked Mr. Watts to sing the last solo of the evening. His effort was famous; and when he had finished "Let all obey," every voice cried "Again! again! again!" and would not be satisfied until his fine baritone filled the room, and stirred the souls of the assemblage.

The end drew near. That sweetest of songs, "How can I leave Thee?" by the Vespers, was a quiet reminder that no one seemed anxious to take. And then another glass, — lingering and reluctant farewells, — a thousand good wishes, — warm pressures of honest palms, and — our guests were gone. It was a grand success, you say. Aye, more than that, it was a conquest. But I tire you. Good by, — come down and see us. We live at 10 North avenue; the latch hangs on the outside, and over it the legend, "All care abandon, he who enters here."

Fraternally yours,

E. F. LECATO.

BALTIMORE, Md., 27 July, 1882.

Transportation of Bicycles.

Editor Bicycling World: — It is customary on some roads for the baggage master on the train to make a charge on bicycles transported in his car. This probably lines his own pocket, and does not go the railroad or express company, which is surely entitled to it if any charge be made; for the baggage master as a rule does nothing to earn it, and therefore should receive nothing. Holding the above opinion, and being desirous of knowing the proper course to take in the matter of transportation of my wheel to Washington with me, I saw the general baggage agent of the Penn-

sylvania Railroad. He said that the company had not yet made any definite rule in regard to the transportation of bicycles, but that I should see the baggage master at point of departure (who would make only a nominal charge, if any), and if he passed it, the baggage master on train had no right to question it or make any charge.

Result was that on leaving for Washington with a friend, Mr. Reynolds (baggage master at Philadelphia) had both machines tagged for Washington, and said there would be no charge. I had also the same experience on the return trip. E. P.

PHILADELPHIA, 1 August, 1882.

Washington Notes.

The first regular marine velocipede race, so far as known, took place here 29 July, as a part of the regular regatta of the Columbia Boat Club. The contestants were Messrs. H. M. Schooley and Warren Seely, both of the Capital Bicycle Club, and well-known riders. Both had practised assiduously for some time, on the standard floats; but not finding power enough in the ordinary propeller, had almost at the last minute substituted racing propellers of greatly increased pitch. The course was straight and a trifle over half a mile, and the finish was opposite the Columbia boat house, being a portion of the track on which Hanlan and Courtney rowed their celebrated race in 1879. Crowds of people occupied the wharves and vessels along shore, while the balconies of the Columbia boat house were filled with eager and enthusiastic ladies. An eight-oared barge of the Columbia Club accompanied the racers. A good start was made, Seely having slightly the best of it at first. Half-way down the course, however, Schooley drew up alongside, and the finish was one continued spurt, with the boats not twenty feet apart, and the bows almost in line. Seely crossed the line a quarter of a length ahead, amid great excitement. The boats went much faster than was expected, and the eight-oared barge gave its oarsmen considerable exercise to keep on even terms. After the racing the regular hop of the Columbia Boat Club took place, and dancing was continued until a late hour. The enterprise of this, the youngest boating club in Washington, is only exceeded by its hospitality. Messrs. Hansmann, Allen, and Seely, and perhaps President Hawley of the Capital Club, have the Shenandoah Valley in view during September. In their proposed tour of three weeks they will cover about five hundred miles, and will "take in" the Luray Caves and the Natural Bridge. Several Expert Columbia machines have made their appearance here. They are undoubtedly good, stiff roadsters; but their clumsy outline, ponderous forks, big back wheel, and great weight prevent them from becoming favorites in a city where light and elegant high-class machines are the rule.

A "54" of this make weighed fifty-two pounds, *with* saddle and pedals. I notice they are catalogued as "weight — *without* saddle or pedals"; as though a bicycle were a bicycle without those very essential parts. The manufacturer could have made a still further reduction in weight (on paper), by announcing "weight — without backbone, saddle, or pedals"; since the rider under these circumstances would have just as effective a machine as under the former conditions. . . . On Monday, the 31st July, that patriarchal institution, the Capital Bicycle Club, was three years and six months old; and by the way, the WORLD will confer a favor by publishing the names of the clubs formed before ours, that are new in active existence. So far as we know, they are the Boston, Suffolk, San Francisco, and Montreal. Is the second of these still alive? (We believe not. — ED. WORLD.) . . . Readers of the *Cyclist* were probably amused by the account given in a recent number of that paper by M. Albin, the bicycle champion, of his stay in Washington, headed "What the Americans will swallow." If Albin's skill in riding the bicycle over rough ground equalled his ability to distort facts and convey wrong impressions, his British Challenge would not have received the "nawsty knock" complained of. I wish I could confirm his statement that my club had forty-five members out for an ordinary run; but truth compels me to say that it is seldom, very seldom, that this club collects its entire active membership for that purpose. On this occasion we had ten men, three of whom were unattached, including the great Albin; and so far from concluding our "practice riding" upon his mishap, we went on and enjoyed it immensely, while Albin found that the circus had pressing need of his valuable services. The fact is that he is a clumsy and particularly ungraceful rider, and spreads his knees and elbows in a manner painful to witness. If any one supposed that he rode from Philadelphia to Washington in a night, the belief was soon dispelled by the sight of him on his big wheel toiling slowly and painfully up a slight ascent paved with smooth concrete. I am afraid Albin's imported European morals suffered from his hand-shake with Guiteau, or the corrupting influence of an "Hamerican" circus. COLE DAY.

WASHINGTON, D. C., 2 August, 1882.

Transportation.

Editor Bicycling World: — In looking over my WORLD this morning, I saw the article in regard to transportation of wheels. I wish to suggest that if the L. A. W. would send out circular letters, and local clubs write also, some result might be arrived at that would greatly reduce expenses of touring bicyclers. In this part of the country the baggage-men imagine that we are a class of millionaires, and tax us accordingly. I hope

that you will in this, as in all matters of bicycling interest, keep agitating the question until we have orders like those of the Baltimore and Ohio Railroad issued to all other roads. The baggage-man from Dunkirk to Buffalo wanted a dollar for bringing my wheel in; and I was riding on a special ticket which should have carried my wheel free of charge. I settled for a quarter. Hoping that I may see something from the L. A. W. shortly, I remain,

CHAS. K. ALLEY, *Cor. Sec.*

BUFFALO, N. Y., Aug. 5, 1882.

Cleveland Notes.

Editor Bicycling World:—As the time approaches for the second annual meet of Ohio wheelmen at Columbus, that subject has become the principal topic of conversation in Northern Ohio, and active preparations are being made for attending it, by a large number of wheelmen here and in this vicinity. As the principal feature of the meet will be the races, they are the subject of much speculation as to who will be the winners. Among the racing talent of Northern Ohio who are expected to take part in those interesting events, Mr. George Lamkin of Norwalk is a shining light, and is expected by his friends to show up very well. He has been in active training for some time, and has announced his intention of not competing in any of the events unless he has been able in practice to do a mile in three minutes or better. Mr. Asa Dolph, of New London, is also training for the Columbus events, and rumor says that he is a dark horse. Mr. Wetmore, of Cuyahoga Falls, is the champion fancy rider of this section, and should have a good show for the prize for that. He will also enter for the races, and if good wind and grit have anything to do with them, should be well up at the finish. Mr. George Collister will represent the Cleve-lands at Columbus, and if he can get in as good form as he was for the club races, will prove a dangerous man.... The subject of club headquarters, which we have been agitating now for nearly a year, is not yet disposed of, and probably will not be for some time to come, as we find it very difficult to find the proper place.... I think "Vedette's" remarks in the *WORLD* of 21 July in regard to the L. A. W. as particularly good, and only wish there were two or three thousand more wheelmen in the same state of mind.... I am very glad you are agitating the subject of cheaper prizes, and think that we will have to come to them sooner or later. The total value of the prizes given at the recent Cleveland Club's races was only \$12 for four events, and the meeting was as much of a success as if \$120 had been given.... Now that the country is being agitated about the tariff question and the tariff commission is at work, why could n't the L. A. W. address a memorial to that body for a reduction of the duty on bicycles? FALSTAFF.

CLEVELAND, 5 August, 1882.

Chicago.

THE regular Saturday afternoon runs of the Chicago Bicycle Club are getting to be features of the week. Promptly at five o'clock for the past two months the club have started from Lake Park. A course being mapped out to some park in the extreme limit of one of the city divisions, and the route having been published in the morning papers, wheelmen are picked up along the line until the average number at the finish has been fifteen. After a supper, boating trips on the park lakes are planned, and the return is then made in time to attend some place of amusement, in uniform. Now that every restriction is removed from the bicycle as regards its use in parks and on boulevards, our old wheelmen are surprised at the fine facilities we have for the enjoyment of the wheel. It is the long distance one can go without meeting with poor wheeling that charms the bicyclist. The last Saturday afternoon tour of the Chicago Bicycle Club rolled up a record of thirty miles, all made on the boulevards encircling the city. Beginning with the League Meet, the knee-breeches have been such a common spectacle on the street that they are no longer a special object of remark. A club man used to feel embarrassed if perchance he should be caught away from his wheel dressed up in uniform; but he feels so no longer. The only thing that makes our uniform conspicuous now is its color,—dark gray. Some of our club men are talking of change,—the quiet and dressy dark blue, green, or even black being considered as the coming color. The uniform of the Chicago Bicycle Club is now dark gray cassimere jacket and knee-breeches, with fine black cotton hose and white flannel shirt. Since abolishing the gray stockings our make-up is neater, and for riding purposes the fine hose is much better, the coarse woollen stockings having a tendency to blister the feet. Perhaps the black hose will not wear so well as the woollen stockings, but they cost only half as much,—fifty cents. ... Some bicyclers, especially those very closely fitted, tread their shoes out of shape riding the machine. It is quite common to break the soles just under the ball of the foot, and where there is a steel-shanked instep it is apt to be driven through the sole. A fine calf pointed-toe snug-fitting low shoe is not all improved by riding the bicycle, and with the majority of riders is driven all out of shape in a month. A very neat canvas rubber-soled shoe, costing \$3.50, is certainly better for riding; and, for the purpose, will wear a season. Most of these shoes on the market are trimmed up with light-colored leather, which makes them very prominent. Any shoemaker has a preparation for blacking this very nicely, at a cost of twenty-five cents.... This wet season our bicyclers with bright spokes are being troubled with rust. A trip on the Lincoln Park drive, along the lake shore, will frequently result in rusted spokes.

Many of our wheelmen are using a fine steel varnish that entirely prevents this. If laid on skilfully it does not take away the brightness of the steel, and entirely prevents rusting.... Chicago has added another invention to her already long list. Our bicycle manufacturer has got up a cement that can be used cold. But the days of the V-shaped tire are getting to be few, and perhaps this cement will not be as serviceable as it might have been had it appeared four years ago. A flat spoke is another one of our inventions. Take an ordinary No. 12 spoke and file it down thin, leaving a butt at both ends for felloe and flange, and you have it. Patented of course. Our manufacturer has got up a new head adjustment for Stanley heads, by which the centre can be prolonged indefinitely. The upper part of the head is split, and a bolt run through transversely, this being the adjustment, pinching the spindle sideways, allowing the same to run up through the head.... A flange of peculiarly elegant design, bearing and axle of time-tried excellence, is one of our standard attractions for those who are unfortunate enough to possess Æolus bearings and the old-style weak Premier flange and axle, that are continually collapsing and bending.... The Expert is establishing itself as a favorite in Chicago, although it is really too heavy for fine, skilful use. It is undoubtedly as strong as a bicycle can be; but in getting this strength, lightness is sacrificed. It is a machine that one can bang about. Its big back wheel and dwindling backbone destroy what might be a very graceful shape. But this is a matter of taste, however.... There is no question that for hard pavement riding a small back wheel is the best, being steadier, lighter, and more readily assimilating with the movement of the front wheel, producing that oneness of motion so essential to easy handling. The big back wheel is unsteady because its bearing is higher from the ground, giving more purchase for ground resistance to shake the perch, and more particularly the head, tending to loosening of the adjustment. It being larger and heavier, with more bearing surface on the ground, it acts more as a drag. In rough riding these qualities are very apparent. It may be that in very dusty and sandy riding the 18-inch wheel may be superior; but for city riding the 17-inch size, we think, has the preference. The majority of riders in the country agree to this; and a glance through *Whirling Wheels*, where the preferences of the prominent wheelmen of this country are expressed, shows this to be so. There is hardly a Chicago man but objects to the big back wheel for the above reasons if he be a skilful rider, and on the score of looks if he be a novice. Two brothers of equal build bought machines recently,—one with an 18-inch back wheel, and the other with a 17-inch trailer, both 54s. In a week they remarked the difference, new as they were in the art of wheelmanship;

the possessor of the small back wheeled machine claiming he did not fall off half as much as his brother, and that he always rode through places where his brother had to walk, while the man who owned the bicycle with the big back wheel said he could do as well as his brother when he rode his brother's machine. They ascribed the difference to the back wheel, both being mechanical experts. From this example it would seem that the smaller wheeled machines were easier for beginners as well as more desirable for fine road riding.

STENO.

Transportation Charges.

Editor Bicycling World:—I have been much interested in recent communications to the WORLD concerning transportation charges, and will give you a little of my experience in this direction. Having been invited by my friend L—, of Newport, R. I., to spend a few days with him, and to bring my machine along, I was under the necessity of patronizing the Old Colony Railroad. I had arranged with L— to meet him at Fall River and ride the eighteen miles to Newport. On arrival at the station in Boston. I was informed that it would cost me fifty cents to take my wheel to Fall River, "even though I went with it, and took all care of it." Of course I paid, but inwardly protested. I will not attempt in this to enlarge upon the fine roads of Newport, and the pleasant week I passed at that "City-by-the-Sea." On my return, I was informed that the charge for taking my wheel to Boston would be seventy-five cents. I outwardly protested this time, and called the official's attention to the fact that I had paid but fifty cents to Fall River. All the satisfaction I got was, that "those were his orders." Of course I paid again, but with the feeling that I was being swindled, as I had now paid \$1.25 for transporting my wheel, while single fare to Newport and return is but \$2.50. Business prevented me from investigating the affair until two weeks afterward, when I was informed by the Boston officials that the charges for transporting bicycles were fifty cents, seventy-five cents, and \$1.00, the two latter rates being for "the Cape" and New York respectively. I related my experience, and was told that fifty cents to Fall River was right. "But how about seventy-five cents from Newport?"—"Well, that should have been sixty cents, but we never make odd change." Now, Mr. Editor, what has caused such prejudice against the wheel that, to sum up my experience on this trip: first, it should pay a rate far in excess of ordinary baggage; second, that in arranging charges for different stations it should not be entitled to "odd change," if such occur; and third, that it, and by implication its rider, should be cursed at, and the latter treated by baggage-men on all trains as though an interloper and public nuisance, and this without the slight-

est provocation or ungentlemanly conduct on the part of the rider? I think that some action should be taken to induce the railroads to fix a schedule of prices, which shall not be at the present excessive rate, and can only hope that as the wheel becomes better known, the prejudice now existing will disappear, and better treatment result to both bicycles and riders.

MIDDLESEX.

CURRENTE CALAMO

THE New York *Sunday Courier* has commenced to publish a complete current athletic and sporting department, which is under the immediate charge of Mr. William McEwen.

THE League of Essex County Wheelmen are projecting a meeting in Ipswich at an early day, to include a dinner at the Agawam House, and an afternoon excursion down the river.

FOUR bicyclers visiting Hampton Beach, N. H., last Saturday night, speak in high terms of excellent treatment and attention received at the Hampton Beach Hotel, and recommend wheelmen riding there to put up at that house.

IT was through official effort of the Capital Bicycle Club of Washington that the liberal order relating to bicycle transportation (published by us last week) over the Baltimore and Ohio Railroad was obtained. They expect similar action will soon be taken by the Pennsylvania Railroad Company.

THE *Bohemian* says: "The members of the Buckeye Club gave a supper on Monday evening in honor of T. C. Orndorff, who leaves for Massachusetts, his future residence. The club loses a very valuable man by his departure." But Massachusetts gains him, and we hope his location will be in this vicinity.

WHEN the Union Athletic Association took a lease of Beacon Park, the bicycle clubs of this city contributed about five hundred dollars for the construction of the bicycle track. Since the park was abandoned by the association, the track has been allowed to get out of repair so that it is now practically useless. The present lessee, Mr. J. H. Trout, has made the liberal offer of the free use of the track and waived all rights to gate money, to the bicycle clubs of Boston if they will put the track in repair and use it for racing events. The offer will without doubt be accepted.—*Boston Courier*.

IN the Germantown (Philadelphia) *Telegraph's* city letter of 2 August appears the following paragraph: "The proposition to make the bicycle tournament one of the leading features of the bicentennial anniversary celebration has been responded to with so much enthusiasm that it now appears quite probable that four hundred bicycle riders—or wheelmen, as they call themselves in Philadelphia—are fully expected to participate on that occasion. This fact

fairly illustrates the extraordinary impetus acquired by this particular exercise in this city since the park commission first had the courage to throw open Fairmount Park to the free exercise of bicycle riding, despite the objection made to such a course by the riders and drivers of horses."

THE Boston *Courier* was dissatisfied with our table of comparative weights of machines given last week, and wants to know "whether the heavier machines were painted or not; whether bags and tools were included in the weight; whether the cyclometer was left off; and whether they had rubber or rat-trap pedals. As a painted machine, with bag, tools, cyclometer, and rubber pedals would weigh several pounds more than a full nickel-plated machine without the appurtenances mentioned, it is important, in making an exact and valuable comparison of weights, that these facts should be stated." Knowing in whose interest the question is asked, we would suggest that the *Courier* should have let well enough alone. We do not now recollect how many of the machines were painted, and how many nickelled. The Yale Roadster was, we think, the only machine entirely painted, spokes and hub, but several were partly painted and partly nickelled. Nearly all of them had the usual tool bag and furnishings. The Harvard and Expert were similarly equipped in respect to pedals and tool bags; but while the former carried a heavy Pope cyclometer, the Expert carried a small 2 1-2 ounce McDonnell. (These facts the compilers stated, but the editor, whose machine the Expert was, suppressed them in its interest.) The latter machine was also furnished with a long-distance saddle, much lighter than the suspension pattern used on the Harvard.

THE new Hub Lamp, advertised on page 482, is the invention of Capt. Miller of the Chicago Bicycle Club, and is the one so highly spoken of by "Steno" last winter.

The Rider and the Wheel.

Oh! the day was as cold as an Antarctic icicle,
As over the roadway so gaily there sped
A slender young man on a slenderer bicycle,
With a little blue cap on his little red head.

Like Fate rushing on to peer into futurity,
Past hospitals, bar-rooms, and drug stores he fled,
And he sat up aloft in most charming security
(With a little blue cap on his little red head).

A stone in the concrete upraised itself smilingly
From its comfortless, slatless and mattressless bed,
And it gazed on the bicycle rider beguilingly
(On his little blue cap on his little red head).

— O! *****
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They picked up the leavings once fashioned so slenderly;
They pasted on plaster wherever he bled;
Then, into a pharmacy, carried him tenderly,
With seventeen cuts on his little red head.

Be it warm as a furnace or cold as an icicle,
He walks on the bricks with lugubrious tread;
And you nevermore see him astride of a bicycle
With a little blue cap on his little red head.

— The Oarsman.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HAMILTON BI. CLUB — New: W. L. Smart, J. Moody, Jr., A. A. McLean, A. T. Duncan (secretary), A. Pringle, S. Livingston, J. H. Eager, H. Fearman, C. Fearman, J. Ferres, G. Davey, R. Somerville, M. McCollough, F. Watkins, A. Renney, W. Moody, — all of Hamilton, Ont.

BOSTON RAMBLERS, OF BOSTON, MASS. — New: C. S. Howard, care of Pope Manufacturing Company; R. F. Stahl, 37 Essex street; A. B. Cutter, 182 State street; C. B. Butterfield, 37 Commercial street; S. S. McClure, 597 Washington street; G. T. Gray, care of Pope Manufacturing Company; W. S. Locke, 30 Kilby street; W. C. Stahl, 37 Essex street; E. E. Merrill, 353 Washington street; C. O. Schuchman, care of Forbes Lithographic Company; J. S. Phillips, 597 Washington street; J. F. McClure, 597 Washington street; H. A. Edgerly, 17 Friend street, Cambridge, Mass.; A. H. Forbush (already member of L. A. W.), 35 Batterymarch street.

UNATTACHED. — G. H. Rutter, 6 Lord street, Liverpool, Eng.; Harry H. Brown, Wappinger's Falls, N. Y.; Albert F. Gould, 23 Webster street, Worcester, Mass.

CORRECTIONS. — "Heory Gallin, Jr.," published in Albany list, 28 July, should be Henry Gallien, Jr. In unattached of same date, "J. Shipherd Pierpont" of New Haven should be J. Shepherd Pierpont. In list of 21 July, "Dr. E. D. Day" of Lancaster, Pa., should be Dr. E. P. Day. In Montreal list of 28 July, "John Law" should be John Low, and "John Cassilo" should be John Cassils.

The Elections.

Vote by States for Chief Consuls and Representatives of the League of American Wheelmen.

CALIFORNIA. Total ballots.....	2
For Chief Consul.....	
* Geo. H. Strong, San Francisco.....	2
For Representative.....	
Geo. H. Strong, San Francisco.....	1
Columbus Waterhouse, San Francisco.....	1
CONNECTICUT. Total ballots.....	25
For Chief Consul.....	
T. B. Beach, Hartford.....	1
* S. A. Marsden, New Haven.....	24
For Representative.....	
E. Stewart Lannear, Bridgeport.....	1
T. Sedgwick Steele, Hartford.....	1
* Geo. H. Day, Hartford.....	21
T. S. Rust, Meriden.....	1
C. M. Conklin, New Haven.....	1

DISTRICT OF COLUMBIA. Total ballots.....	2
For Chief Consul.....	
Philip T. Dodge, Washington.....	1
Max Hansmann, Washington.....	1
For Representative.....	
Philip T. Dodge, Washington.....	1
C. E. Hawley, Washington.....	1
ILLINOIS. Total ballots.....	3
For Chief Consul.....	
* J. M. Fairfield, Chicago.....	3
For Representative.....	
* "Brown of Chicago Club, Chicago".....	1
F. C. Aldrich, Chicago.....	1
H. G. Rouse, Peoria.....	1
INDIANA. Total ballots.....	2
For Chief Consul.....	
Brandon Lewis, Lafayette.....	1
Harry Bates, Indianapolis.....	1
For Representative.....	
* John O. Perrin, Lafayette.....	2
IOWA. Total ballots.....	6
For Chief Consul.....	
* D. R. Craig, Keokuk.....	6
For Representative.....	
G. Delaplain, Keokuk.....	1
* A. S. Barnes, Marshalltown.....	1
* Henry Huiskamp, Keokuk.....	3
MAINE. Total Ballots.....	3
For Chief Consul.....	
* C. H. Lamson, Portland.....	3
For Representative.....	
Frank W. Woodman, Portland.....	1
* Frank H. Elwell, Portland.....	2
MARITIME PROVINCES. Total ballots.....	2
For Chief Consul.....	
* Clarence H. Dimock, Windsor, N. S.....	1
For Representative.....	
* J. Fred. Carver, Windsor, N. S.....	1
MARYLAND. Total ballots.....	21
For Chief Consul.....	
* Clymer Whyte, Baltimore.....	11
S. T. Clark, Baltimore.....	8
Ernest M. Price, Baltimore.....	1
For Representative.....	
* Samuel H. Shriver, Baltimore.....	12
Albert Trego, Baltimore.....	8
E. F. LeCato, Baltimore.....	1
Thirty-one names not appearing on membership list of League were rejected.	
MICHIGAN. Total ballots.....	9
For Chief Consul.....	
Frank H. Escot, Grand Rapids.....	1
President Bates, Detroit.....	2
* Chas. D. Standish, Detroit.....	6
For Representative.....	
L. J. Bates, Detroit.....	1
Frank H. Escot, Grand Rapids.....	2
* Geo. K. Root, Detroit.....	6
One duplicate vote rejected.	
MINNESOTA. Total ballots.....	2
For Chief Consul.....	
* C. H. Porter, Winona.....	1
For Representative.....	
* C. N. Chadbourne, Rochester.....	1
MASSACHUSETTS. Total ballots.....	136
For Chief Consul.....	
Frank W. Whiting, Chelsea.....	1
Joseph S. Dean, Boston.....	1
John S. Webber, Jr., Gloucester.....	1
Albert S. Parsons, Cambridge.....	2
E. C. Hodges, Boston.....	62
* Fred. S. Pratt, Worcester.....	68
For Representative.....	
W. S. Slocum, Newtonville.....	1
J. T. Dyer, Boston.....	1
E. W. Pope, Newton.....	1
P. T. Lowell, Boston.....	1
C. A. Pitkin, Braintree.....	1
H. W. Williams, Boston.....	1
F. W. Freeborn, Boston.....	1
C. E. Pratt, Boston.....	1
Alfred Chandler, Brookline.....	1
C. E. Kempton, Boston.....	1
Dr. H. A. Baker, Boston.....	1
W. E. Gilman, Chelsea.....	1
P. L. Aubin, Boston.....	1
F. H. Whiton, Newton.....	1
Francis Cogswell, Lawrence.....	1
A. E. Ducker, Springfield.....	1
C. F. Carpenter, Attleboro.....	1
F. Morris, Newton.....	1
E. T. Ide, Waltham.....	1
J. P. Burbank, Salem.....	1
E. E. Branch, Lawrence.....	1
H. B. Colby, Waltham.....	1
E. F. Tolmao, Worcester.....	1
Henry Parsons, Gloucester.....	1
W. E. Farrington, Lowell.....	2
Louis Harrison, Boston.....	2
W. H. Ames, North Easton.....	2
Wm. Shakespear, Waltham.....	2
W. O. Faulkner, Lynn.....	2
Geo. Pope, Boston.....	3
A. S. Parsons, Cambridge.....	3
F. W. Weston, Boston.....	3

G. H. Hood, Jr., Chelsea.....	4
W. B. Everett, Boston.....	4
E. C. Hodges, Boston.....	4
Geo. Chinn, Marblehead.....	5
Sylvester Baxter, Malden.....	5
W. W. Stall, Brighton.....	5
A. D. Claflin, Newton.....	7
F. W. Whiting, Chelsea.....	7
J. F. Adams, Haverhill.....	7
W. E. Gilman, Chelsea.....	8
F. S. Pratt, Worcester.....	12
Lewis T. Frye, Marlboro.....	16
A. E. Wood, Northboro.....	32
C. K. Ferry, Springfield.....	33
Paul Butler, Lowell.....	36
J. S. Webber, Jr., Gloucester.....	37
J. S. Dean, Boston.....	53
* A. J. Philbrick, Salem.....	76
* C. L. Frye, Marlboro.....	77
* C. W. Fouldrinier, Boston.....	77
* Frank S. Winship, Lynn.....	78
* C. P. Shillaber, Boston.....	90
* M. D. Currier, Lawrence.....	108
* F. H. Johnson, Brockton.....	109
* C. L. Clark, Newton.....	113
* F. B. Carpenter, Boston.....	115
* E. K. Hill, Worcester.....	120
Twenty-one votes were rejected by the committee, they appearing to have been signed by the secretary of the club for the members; this being in our opinion not in accordance with the rule of the League.	
Ten more names, signed to one ballot, were thrown out for the same reason. Eight ballots bore names not upon the membership roll of the League.	
Four duplicate votes were found and thrown out.	
MISSOURI. Total ballots.....	5
For Chief Consul.....	
Richard Garvey, St. Louis.....	1
F. M. Gifford, Edina.....	1
* E. M. Senseney, St. Louis.....	3
For Representative.....	
E. H. Gregory, St. Louis.....	1
Arthur Young, St. Louis.....	1
* Richard E. Perry, St. Louis.....	3
NEBRASKA. Total ballots.....	6
For Chief Consul.....	
Geo. Paterson, Omaha.....	1
* John E. Wilbur, Omaha.....	5
For Representative.....	
* G. M. Hitchcock, Omaha.....	6
NEW HAMPSHIRE. Total ballots.....	14
For Chief Consul.....	
* C. A. Hazlett, Portsmouth.....	14
For Representative.....	
* E. M. Gilman, Nashua.....	14
NEW JERSEY. Total ballots.....	7
For Chief Consul.....	
J. W. Gavitt, Plainfield.....	1
G. F. C. Smillie, Plainfield.....	1
* L. H. Johnson, Orange.....	5
For Representative.....	
Dr. Marsden, Red Bank.....	1
Fred. H. Browning, Orange.....	1
L. H. Johnson, Orange.....	1
* C. J. Wood, Hackensack.....	4
NEW YORK. Total ballots.....	37
For Chief Consul.....	
J. O. Munroe, Buffalo.....	1
Randolph Hurry, New York.....	1
E. H. Wales, New York.....	1
Fred. Jenkins, New York.....	1
C. K. Munroe, New York.....	1
Fred. G. Browne, New York.....	1
K. N. Putnam, New York.....	3
Dr. A. G. Coleman, Canandaigua.....	3
* W. F. Gullen, Brooklyn.....	24
For Representative.....	
"Wales of Manhattan Bicycle Club".....	1
"Jewett of Manhattan Bicycle Club".....	1
G. E. Blackham, Dunkirk.....	1
Mr. Gage, Saratoga Springs.....	1
M. A. Graves, Watertown.....	1
W. J. Walters, Utica.....	1
K. N. Putnam, New York.....	1
R. Campbell, New York.....	1
Geo. R. Bidwell, New York.....	1
Geo. T. Brown, Brooklyn.....	1
Edward Mix, Albany.....	1
Gen. R. S. Oliver, Albany.....	2
Dr. H. T. Appleby, Buffalo.....	2
J. Frank Burrill, New York.....	3
E. W. Adams, New York.....	3
W. H. Reid, Rochester.....	3
W. T. Winttingham, Brooklyn.....	3
W. F. Gullen, Brooklyn.....	4
A. H. Scattergood, Albany.....	4
L. H. Hagg, New York.....	4
C. K. Munroe, New York.....	8
Fred. Jenkins, New York.....	8
* Dr. A. G. Coleman, Canandaigua.....	10
* Howard Conkling, New York.....	14
* J. O. Munroe, Buffalo.....	22
PROVINCE OF ONTARIO. Total ballots.....	1
For Chief Consul.....	
* S. W. McMichael, Brantford.....	1

OHIO. Total ballots.....	43
For Chief Consul.	
F. M. Bookwalter, Springfield.....	1
Robert Kingsbury, Xenia.....	1
Alfred Ely, Jr., Cleveland.....	1
Jos. Kitchell, Cincinnati.....	2
Fred. T. Sholes, Cleveland.....	5
H. S. Livingston, Cincinnati.....	12
* W. H. Miller, Columbus.....	20
For Representative.	
Frank Miller, Fremont.....	1
S. S. Mott, Dayton.....	1
C. J. Krag, Columbus.....	1
W. H. Reed, Cincinnati.....	1
T. C. Orndorf, Columbus.....	2
Fred. T. Sholes, Cleveland.....	4
Alfred Ely, Jr., Cleveland.....	8
J. G. Kitchell, Cincinnati.....	4
* F. M. Bookwalter, Springfield.....	20
PENNSYLVANIA. Total ballots.....	13
For Chief Consul.	
W. E. Montelius, Philadelphia.....	2
Harold R. Lewis, Philadelphia.....	5
* Chas. Beltz, Pittsburg.....	6
For Representative.	
Daniel Kelly, Philadelphia.....	1
Ewing Z. Miller, Philadelphia.....	1
Wm. E. Wood, Honesdale.....	1
H. A. Blackiston, Philadelphia.....	1
G. N. Osborne, Philadelphia.....	2
Geo. D. Gideon, Philadelphia.....	2
F. A. Miller, Susquehanna.....	4
Chas. Beltz, Pittsburg.....	4
* W. E. Montelius, Philadelphia.....	8
A document giving a resolution of the Philadelphia Bicycle Club, requesting the secretary of the club to cast the votes of the club for certain officers, and giving a list of the club members, was not considered a proper ballot, and was rejected by the committee.	
PROVINCE OF QUEBEC. Total ballots.....	9
For Chief Consul.	
* H. S. Tibbs, Montreal.....	9
For Representative.	
* W. Noble Campbell, Quebec.....	9
RHODE ISLAND. Total ballots.....	2
For Chief Consul.	
* Chas. T. Howard, Providence.....	2
For Representative.	
Edward G. Farmer, Jr., Providence.....	1
A. G. Carpenter, Providence.....	1
VERMONT. Total ballots.....	8
For Chief Consul.	
* Geo. E. Styles, Burlington.....	8
For Representative.	
Geo. D. Tuttle, Rutland.....	8
WISCONSIN. Total ballots.....	9
For Chief Consul.	
W. A. Friese, Milwaukee.....	1
A. C. Jones, Milwaukee.....	1
* A. A. Hathaway, Milwaukee.....	7
For Representative.	
* A. Munick, Jr., Milwaukee.....	6
A. W. Friese, Milwaukee.....	1
Samuel Marshall, Milwaukee.....	1
T. K. Burkhauser, Milwaukee.....	1
ENGLAND. Total ballots.....	1
For Chief Consul.	
* E. R. Shipton, Salisbury.....	1
For Representative.	
* H. Sturmev, Coventry.....	1
Respectfully submitted, ALBERT S. PARSONS, WILLIAM V. GILMAN, Committee on Rights and Privileges, L. A. W. To W. H. MILLER, ESQ., President L. A. W., Columbus, Ohio.	
The above is a true copy of the tally sheets of the vote for chief consuls and representatives, as sent me by the committee on rights and privileges. W. H. MILLER, Pres. L. A. W.	

* Names marked with a * indicate the officers elected.

TRICYCLING

How a Literary Man Keeps Well.

I live in the country; my general health is and has been good,—that is to say, I have never had any serious illness: but I am a writer by profession; my “way of life” (as Dr Jaeger says his was, before he gave his attention to gymnastics and woollen clothing) is “sitting,” and for years I have suffered from occasional bilious headaches, which, although not very severe, were sufficiently acute to stop all literary work—sometimes for two days in succession—while they lasted. As I am very abstemious, never

walk less than four or five miles every day, and faithfully observe the maxim of “early to bed and early to rise,” I concluded that my headaches were constitutional; and under the belief that I should never get rid of them, bore the trouble as I best could. It did not occur to me that the two or three cigars a day that I was in the habit of smoking could do me any harm, or that, with more exercise, I should have better health. But it came to pass that some three months ago I abandoned smoking and bought a tricycle. I was led to give up smoking by reading an article in *Knowledge*, by Dr. Muir Brown, on the “Effect of Smoking.” One of the observations particularly struck me. Replying to the argument that smoking is good because it checks waste of tissue, he observed that that is precisely the reason why smoking is bad, and that the only possession which it is a man’s duty to waste is his body, new tissue being in every respect better than old. The tricycle made in this direction. It wasted tissue. You can get more exercise by an hour’s tricycling, and with less fatigue, than by three hours’ walking. There is an exhilaration about it, too, that a pedestrian never knows, and which can only be compared to that enjoyed by riding a good horse. As for perspiring, you perspire enough, especially if the day be warm, to satisfy Dr. Jaeger’s most rigid requirements, and make your flesh as hard as the hide of a German soldier after two years’ gymnastics.

When I gave up my cigars and took to tricycling, I had no idea of curing my headaches. But they are cured. I have hardly had a headache since, and I eat almost twice as much as I used to eat. I sleep well, and my general health could not easily be better. In conclusion, let me recommend all my literary brethren who are conscious of not taking sufficient exercise, all whose muscles are flabby, livers torpid, and nights restless, to try tricycling, and drop smoking and any other habit which may tend to check waste of tissue, and retard that rapid renewal of the body which is the condition of physical soundness.—*London Spectator*.

A CORRESPONDENT last week asked for “full particulars of the best dress for a lady when riding.” The best, I fear, I cannot tell them, my own many experiences not having yet solved this difficulty quite satisfactorily; it may, however, prove of some assistance if I describe my own riding dress. I have a skirt of a dark color and woollen material (homespun or rough serge), made like an ordinary walking skirt, a yard and three quarters in width; broad-plaited kilt at the bottom and draperies above; over this a deep jacket bodice, and beneath the divided skirt, finished at the bottom with a kilt of the same material as the dress. I used to weight the bottom of the skirt, but find that with the kilt, if properly tied back, and my saddle well adjusted, it is unnecessary. I saw a lady a few

days ago in a dark riding habit. This looked very well, and if a seat is used, is perhaps preferable to the walking skirt; but I use a saddle, and find that unless the drapery behind is full, the dress is torn every time I mount. Another reason for my preferring a walking skirt is, that when not riding, it is not conspicuous as a riding habit would be. At present lady riders, being comparatively few, attract sufficient attention without exciting more by a conspicuous costume. Doubtless ultimately we shall be able to wear a much more convenient dress, one even more advanced than that recommended by the National Dress Society, but I think we must arrive at this gradually, and not by a sudden revolution. I know I have been accused of cowardice for arguing in this manner, but I think not justifiably. I would willingly ride in a costume, made on the most convenient model this society could devise, if it would advance our sport; but I feel sure I should do more harm than good, only bringing myself and tricycling into ridicule and disrepute.—“*Dot*” in *Tricyclist*.

By personal experience, I find that ladies who have never mounted tricycles can be taught to ride sociables with a degree of facility quite unattainable with single machines. To begin with, the presence of an instructor on the same machine inspires confidence in the feminine mind; his ability to send the machine along without her assistance affords her the pleasant sensation of the smooth gliding; the little troubles with the skirt-hampered treadles can be more easily overcome by the fair rider being under no necessity to attend to the steering—always the learner’s sore point; and the presence of a companion on the machine assists in quelling the “stage fright” experienced by many *debutantes* when being initiated into the art of riding on the public highways. When the lady is an expert rider,—as she can become in a very few lessons,—the pleasure of travelling with a congenial male companion needs no describing. It is the same in every diversion: a few games are suited for men alone, and a few for women alone, but neither are nearly so popular as those in which the sexes meet.—“*Faet*” in the *Tricyclist*.

WE recently chronicled the fact that Mr. T. R. Marriott rode a Humber tricycle on the highway 180 miles in less than twenty-four hours. The report now comes that Mr. J. W. Elton, captain of the West Kent Tricycle Club, rode an old Excelior from Hammersmith to Doncaster, on the 21st ult., in one day, covering 168 miles.

THE weight of the lightest made Coventry Rotary for racing work is about 50 lbs., a 48-inch, geared up to 56 inch. Messrs. Rudge are taking their experience of racing bicycle construction into the tricycle trade. They have just built a 59-inch two-wheeler for Cortis, which weighs 29 lbs. with saddle and pedals.

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WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOPEDIQUE.—Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882. by Henry Sturme, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

TRICYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturme, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLISTS' VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at Bicycling World office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Wellford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

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CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the Bicycling World office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners, 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

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INDISPENSABLE ANNUAL

FOR 1882.

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MISCELLANEOUS.

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NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

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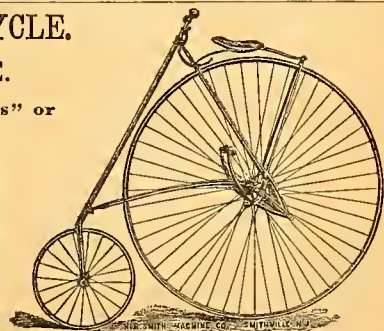
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