

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William S. Gilman, Editor.

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[Vol. V.

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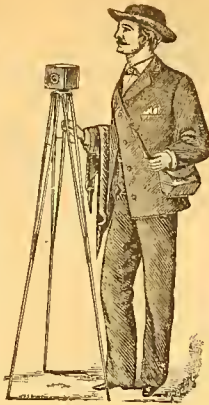
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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NOTES, QUERIES, ETC.

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

Answers to Correspondents.

F. J. F., Lynn, Mass.—There are no particular rules governing slow races.

JERU, Newmarket, Canada.—In handicapping for races, no allowance is made for difference in size of wheels or weight of rider.

F. P. S., Lexington, Ky.—"Cortis on Training," in press, and soon to be issued, will probably be the best authority for bicyclers. The best work at present is the "Handbook of Modern Training." See advertisement on another page.

H. L. B., Warsaw, N. Y.—By reference to articles on "How it Stands," printed in issues of the BICYCLING WORLD of 26 May and 23 June, you will find your query answered.

Reply to "Caution."

To MESSRS. E. C. HODGES & Co.,

Bicycling World, Boston:

Gentlemen,—By a mere accident the letter of "Caution" in your issue of 26 May has come under our notice, and we hasten to (accepting your challenge) explaining matters. First, we beg to thank you for giving us credit of selling so many machines in the States, and hitherto carrying on out business without reproach. You next say parties in Pennsylvania sent three drafts from as many persons for machines. This is wrong. The exact case is, that two drafts representing orders for three machines came from one person. He ordered lock-nutted spokes to the machines. In acknowledging receipt for cash, we pointed out that lock-nutted spokes were not now in vogue, and asking to substitute direct spokes. To this we received no answer direct, but a local man waited on us to know the reason machines were delayed. At the time he called, the writer (our principal, Wm. Ford), was in the workshop, and directly went into the office, looked up the counterfoil of receipt, and then turning to the order book, ascertained we were waiting instructions respecting the kind of spokes to be used. The representative met our proposal to substitute direct for lock-nutted spokes with a blank denial. Our course was then clear, and at considerable extra expense to ourselves we set to work and executed the order, which will undoubtedly have been delivered ere this. No countermand of the order was even hinted at, nor was the money paid asked to be returned. The general character of "private inquiry" agents is such as to make their opinions of business people quite worthless and scarcely "conclusive." Our growth in the bicycle trade, from a shop thirteen feet square to one of the largest in the trade, is sufficient proof of the "reliance" we have placed with us. To insure American wheelmen against falling

into a trap, we shall be only too pleased to receive their orders through the eminent firm of Messrs. Stoddard, Lovering & Co. of Boston. We hope the foregoing explanation is to your satisfaction; and whilst regretting that you thought you were in duty bound to the interests of the American bicyclers to publish the letter of "Caution," we hope that in justice to ourselves you will insert this. Yours respectfully,

WM. FORD & Co.

WOLVERHAMPTON, ENG., 12 June, 1882.

BOOKS AND PAGES

THE CENTURY for July has several especially noticeable papers beyond the usual excellence. One of these is by Geo. E. Waring, Jr., and is a condensed but comprehensive review of Dr. Stillman's recent and valuable work on the horse, under the title "The Horse in Motion." It gives nearly fifty cuts from instantaneous photographs of running horses, with pictures of other animals for comparison, the whole being a fascinating study. There is also a timely paper on "Emerson's Personality," by Emma Lazarns, and a frontispiece portrait of the great transcendentalist. Another illustrated article which will be widely read is Mr. Benjamin's "The Evolution of the American Yacht." Other embellished papers are the concluding article on "Bee-Pastures of California," and Lieut. Wood's "Among the Thinkers of Alaska." Carlyle's "Tour in Ireland" is completed; and "A Great Charity Reform," by Smalley, and Ernest Ingersoll's "A Colorado Cavern," conclude the more pretentious papers. For fiction, in addition to the two leading serials, Mrs. Schuyler B. Horton and Joaquin Miller contribute readable stories. The regular departments are as usual filled with timely and instructive articles, some of which are illustrated. No better number of the magazine has been issued.

ST. NICHOLAS for July is a vacation number ahead of time; although, as much of it is suitable for Fourth of July time, it will pass for a holiday number. It is full of spirited stories and sketches; and some of them, although instructive, are almost sensational in their interest. There is a capital one about a "Boy who lost the Fourth of July," another true one about "An Early American Rebellion," in 1676, and one describing one of the most famous and important sea fights in our history, when the brave old "Essex" was captured by the "Chernob" and "Phœbe" off Valparaiso. Then F. R. Stockton describes a coon-hunt, and John Lewes gives a fully illustrated account of swords; and together with many other entertaining stories and sketches, there is a capital description of amateur printing and journalism, besides the usual interesting special departments.

OUR LITTLE ONES for July is, as generally, valuable and charming for the excellence and variety of its pictures rather than for its reading matter, the latter being adapted, albeit most cleverly so, for very young children,—or as its sub-title indicates, "The Nursery." That it amply meets the needs of the little ones is not to be gainsaid, for the children never get tired of either the stories or the pictures. The particularly attractive pictures in this number are "London Town," "The Robin and the Boy," "The Ride on a Calf," "On Stilts," "The Careless Crow," and "Woolly, woolly Black Sheep," and the stories and verses to them fit them all very nicely. The Russell Publishing Company, Boston.

WESCOTT NORMAN, of the German-town Bicycle Club, accompanied by three unattached Philadelphia wheelmen, Harry S. Wood, H. Taylor Rogers, and Charles R. Hawley, rode from New York to Boston by bicycle last week. They left Harlem at half past three on Sunday, by way of New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport, New Haven, Cheshire, Meriden, Hartford, Windsor Locks, Springfield, and Framingham. Just before reaching Springfield, Mr. Hawley broke the rear fork of his machine; and learning that the roads from there until within thirty or forty miles of Boston were bad, they trained it to Framingham, whence they took to the wheel again and reached Boston Friday. They lost fourteen hours' riding on account of rain. They report the roads much better than they had been led to believe, and notwithstanding some minor drawbacks, enjoyed the trip greatly.

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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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 FENBERTON SQUARE, BOSTON, MASS.

BOSTON, 30 JUNE, 1882.

SIGN-BOARDS.

THE most enjoyable, and withal the most popular use of the bicycle or tri-cycle is to convey its rider from place to place with speed and pleasure. Trips or tours on the bicycle are most enjoyed when indulged in by two or three. Next to a pleasant companion, nothing enhances the pleasures of a tour so much as reliable guide-posts. They tend to increase the confidence of a rider traversing an unfamiliar road, and enliven and stimulate a tired and worn traveller. How many times we have dismounted from our machines to inquire the way, only to be misled and compelled to retrace our road! Every touring 'cyclist has no doubt had the same experience. The primary object of the League is to "encourage bicycling and facilitate touring." What would do this better, or be more in accord with its constitution and the wishes of

its members, than the placing of guide-boards of a distinctive character at cross-roads? Any work of this kind must of course be carried out slowly, as it would be somewhat expensive and would entail considerable labor on some of its members. The League can at least adopt some distinctive kind of sign-board of uniform color and size, to be obtained of the chief consuls at cost price. These boards would not only prove a boon to bicyclers, but would be an advantage to the general public, which could not but feel respect for an association of such practical utility. Besides the ordinary convenience of a sign-board, these League signs would show that the road had been ridden by wheelmen, and was probably in a reasonable state of repair. We trust the new State officers will, on assuming the duties of their office, stir themselves in these matters, which pertain so directly to the use of the bicycle, and endeavor to perfect affairs in their own States by instructing consuls to place them wherever practicable. The number of bicyclers is on the rapid increase, as is also that of those who tour from place to place on their wheels. These should be encouraged in every legitimate way by the League, whose duty it is to help all within its power. Many advantages can only be obtained by a good local club; but the broad, comprehensive, and practical benefits must be supplied by the L. A. W. This matter of sign-boards is important, and should not be slighted, as many equally important matters are.

WE have been informed that at a special meeting of the Massachusetts Bicycle Club, held Saturday last, seven members, three of whom at least were connected with the Pope Manufacturing Company, decided to oppose the election of E. C. Hodges as chief consul for Massachusetts. One member of the club voted against this stand, and two members refrained from voting. Our relations with Mr. Hodges make it an exceedingly delicate matter to say much pro or con, therefore we leave it entirely in the hands of the voters, believing that they will understand the why and wherefore and give their verdict impartially. Certainly, we trust that the interests of the League in this State are not to be allowed to suffer on account of personal differences between members of the Boston and Massachusetts clubs.

THE League should use every effort to reduce the intrinsic value of prizes for amateurs. In spite of all ridicule by many, we think Weston's pewter tankards

are extremely appropriate for prizes. They possess no intrinsic value, but should prove sufficient incentive to all amateurs who are amateurs in spirit.

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 BI. CLUB, JUNE: —
Friday, 30. Moonlight run from headquarters, at 8 P. M.

CINCINNATI WANDERERS BI. CLUB. — The Cincinnati Wanderers Bicycle Club was organized 9 June, 1882, and officered as follows: President, F. W. Scarborough; captain, John K. Scudder; secretary and treasurer, Julian V. Wright. The regular meetings are held on the last Friday evening of each month. The officers are elected annually, on the last Friday in January. There are at present eleven active members, and several more have signified a desire to join. The members, as required by constitution, have applied to the L. A. W. for membership. The uniform is dark-blue shirt and pants, black stockings, and white duck canvas helmet. All Cincinnati amateurs are cordially invited to join.

JULIAN V. WRIGHT,
Grandin Road,
E. Walnut Hills.

CINCINNATI, O., 19 June, 1882.

GRAND RAPIDS BI. CLUB. — At a meeting of the wheelmen of Grand Rapids, Mich., held 12 June, a club was formed with the following organization: President, W. Fred. Avery; captain, Frank H. Escott; sub-captain, William A. Gunn; secretary and treasurer, William H. Gay. The first club run was held 18 June, and was very enjoyable. We have eight members, but expect to double the number very soon. Regular weekly runs during the season.

VALLEY CITY.

BUFFALO BI. CLUB. — At a regular meeting of this club Wednesday evening, 14 June, a new constitution was adopted and two new officers elected, — a vice-president and corresponding secretary. The officers now are: President, F. F. Williams, 284 Main street, up stairs; vice-president, C. S. Butler; captain, John T. Gard, 319 Main street; secretary and treasurer, J. O. Munroe, director L. A. W.; corresponding secretary, Chas. K. Alley, corner Perry and Mississippi streets; a first and second lieutenant, and two buglers. We have fifty-nine active members. . . . A committee was also appointed to make arrangements for the annual tournament, to be held not later than the last week in September. . . . Vice-President Parsons, L. A. W., made us a call and tried some of our roads, Sunday, 11 June. We hope he will call upon us again soon. . . . The wheelmen in Buffalo desire to become acquainted with all 'cyclers possible, and

hope that when here they will call upon some of our officers as above, and we will endeavor to make it pleasant for them. The run of fifteen miles around our park is a very enjoyable trip. Mr. E. M. Bell, consul L. A. W., would be happy to give any information desired at room 48, White building....I respectfully invite correspondence with club secretaries or others interested in bicycling in this part of the State.

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

BUFFALO, 19 June, 1882.

WALTER M. JEWETT, of Cazenovia, N. Y., writes us that a club has been formed in that section, but he neglects to send its name and official organization. He cordially invites all bicyclers to call in passing, and assures them of a hearty welcome.

THE Hudson (Mass.) Bicycle Club will make an excursion to Great Barrington to-morrow, and return Tuesday, 4 July.

WILL some member of the Hamilton (Canada) Bicycle Club give us the organization and the secretary's address?

RACES

Coming Events.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

1 July. Philadelphia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4-30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. C. K. Ferry, Secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club. A. L. Pope, Secretary. medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

4 July. Boston. City races on the Common. Professional, two miles, three heats; three prizes, \$50, \$36, \$20. Amateur; two miles; two prizes, gold and silver medals. Amateur; one mile; three heats; two prizes, gold and silver medals. Amateur; two miles; two prizes, gold and silver medals. Amateur slow race; once around the track; prize, silver medal. Amateur tricycle race; one mile; two prizes, gold and silver medals. All entries free, personally or by letter at office of clerk of committees, City Hall, until 2 P. M., Saturday, 1 July. H. S. Kempton, chairman; J. T. Dyer, Wm. B. Everett, Charles P. Shillaber, F. B. Carpenter.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. \$50 gold championship medal to first, gold medal to second, silver to third; entrance \$1.00. Entries and subscriptions close July 1, to B. Howard, Haman St., Baltimore, Md.

Foreign Racing.

AT the annual race meeting of the West Kent Bicycle Club, held 4 June at the Crystal Palace, Sydenham, H. L. Cortis, the English ex-amateur champion, again beat the mile record in an open mile handicap. There was a large number of entries, and the race was run in ten trial heats the first round, the first in each to compete in the second round. Cortis at

scratch won the sixth heat in the splendid and record-erasing time of 2m. 43½s. In the second round the first two in each heat were to compete in the final. Cortis was placed in the second heat, with C. D. Vesey at 110 yards; P. J. McKinlay, 100 yards; W. F. Fisher, 110 yards; and A. Hood at 95 yards. Vesey rode in good shape, and held his lead well to the end, winning the heat by 35 yards. Cortis, seeing the uselessness of trying to take up the handicap, withdrew. The final heat and race was won by Vesey in 2m. 43½s., less 110 yards. Vesey's first and second trial heats were won in 2m. 41½s. and 2m. 41s, respectively. On the following Wednesday evening, 7 June, at the races of his own club (the Wanderers), he again, in the final heat, lowered the record (his own), doing the mile in 2m. 41½s. This, and also his previous Saturday's performance, beat all records, amateur and professional. In the second heat of the 7 June race he kept on, after winning in 2m. 45½s., and essayed to beat the two-mile record (Keith-Falconer's) of 5m. 36½s, which, by reason of a high wind and some jockeying of Vesey's, who rode with him for a pace, he failed to accomplish, his time being 5m. 39½s.

MONDAY, 5 June, at Surbiton, C. D. Vesey, Surrey Bicycle Club, from scratch, won the five-mile handicap of his club in 15m. 53½s.

THE fifty-mile amateur road tricycle championship of Scotland, recently, near Edinburgh, was won by T. Lamb in 4h. 20m.

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.]

Springfield Wheels.

Editor Bicycling World:—We haven't kept silence all this time because our zeal is flagging, but because we have been so busy we have not found time to write you of what we are doing. It is better, you know, to wear out than to rust out.

Early in the season it was apparent that this was to be a year of work for our club. In February we commenced a club drill by eight members, and in April we gave a public "drill" at the skating rink. This was given under the skating-rink management. Our success in this was so apparent that we immediately made arrangements to give an evening's entertainment, to consist entirely of bicycling at the rink, during May.

The evening of 24 May brought as many people to the rink as could be seated with comfort. Our net profits amounted to about \$100. The evening passed off very pleasantly in every way; the audience was very appreciative, and sat patiently for over two hours until the

programme was completed. Hendee of our club is up with the times in trick riding. His one-wheel riding both with and without hands, always "takes." He rides a 56-wheel wheel.

4 July there will be bicycle races here on Hampden Park, for prizes valued at \$700. We have the matter in hand, and hope to see a good delegation of wheelmen present on that day. We will try to make it so pleasant for visiting wheelmen that they will want to come again. Our men are commencing to *outgrow* their wheels; the result is that all the new ones ordered are of larger sizes than those previously used. Our club runs this season have been very pleasant and very well attended.

SECRETARY.

SPRINGFIELD, MASS., 9 June, 1882.

Pedal Pusher's Pencillings.

LET me first of all place on record my conviction that the Essex County meet at Lawrence was a grand success. It certainly served to prove that when the Lawrence wheelmen have their feet on the pedals, the concern is bound to go. I sincerely hope, however, that the club was not forced into bankruptcy because of their hospitality to the visiting wheelmen. Few clubs, I should imagine, would be able or willing to follow the example of our Lawrence friends, and treat a round hundred of voracious wheelmen to a banquet nearly as elaborate as that set before the L. A. W. at the Boston meet last year....Lest it be supposed, from some foolish remarks of mine, that I have mistaken my vocation as a pusher of pedals, I will state that I *did* make the round trip from Salem a wheel; my cyclometer registering fifty-one miles for the day's run, which is not bad considering that for half the distance the roads were not sandpapered, to say the least. I am afraid the "lordly commander of the baggage-car" had his hands full that day; but then, it would have been a pity to expose those new uniforms and bright nickel-plate to aught but the æsthetic dust of the city.... It is just a month ago to-day that I placed a McDonnell cyclometer on my new 50-inch. I did this with some misgivings as to its accuracy; but during the two hundred and fifty odd miles it has run since then, they have been entirely dispelled. The instrument has successfully stood the test of comparison with some of last year's records taken with an Excelsior cyclometer, as well as with the milestones and guide-boards along the roads; and I have been unable to detect any appreciable discrepancy between the records for outward and homeward runs, where the same route was followed each time, though in more than one instance my day's trip footed up over fifty miles. Everything for wheelmen, from bicycles down to shoe strings, is held at such an exorbitant price that is quite excusable for us to fall into the way of thinking that anything good must necessarily be dear; but it does not follow that because

the above-named cyclometer, for instance, and a few, a very few, other articles do not afford a profit of two hundred per cent to their manufacturers, they should be regarded as worthless frauds.... A fair division of the representatives should be made, giving, say, five to Boston and vicinity, one to the extreme west, two to the central and two to the northeastern part of the State. P. P.

SALEM, 19 JUNE, 1882.

Amateur Racing.

Editor Bicycling World:—Do you not think it would be a good plan to publish in the L. A. W. column a list of the members who renew their dues? There are, no doubt, some who would like to know who the faithful are. The same system is adopted by the Bicycle Touring Club, and is, I think, one we could well afford to follow.

I should also like to ask if the League, by the inaction of the racing board, sanctions the numerous agricultural fair races now about to take place? I am a member of an amateur bicycle club of the League, and of a prominent athletic club which is at the head of the National Association of Amateur Athletes of America. The rules of the latter would disqualify me if I raced at a fair, but if I should enter from my bicycle club (members of the L. A. W.) I could probably ride without protest. The League cannot profess to be the "racing authority of the United States" until it does something to merit that title. I think it would be the proper thing for the racing board to notify the secretaries of the county fairs, etc., that they must have their races approved. I notice several events in your racing column, notably the Norwalk and Springfield races, in which tempting prizes are offered, but no mention is made of any sanction of the League or the N. A. A. A. I should like to hear your views on the matter, as I am sure it would interest others like myself who are at present awaiting the action of the League. and are

DOUBTFUL RACERS.

NEW YORK, 19 JUNE, 1882.

Scranton.

Editor Bi. World:—In commencing my letter I desire to express my appreciation and that of your readers here of the very graphic account of the proceedings at Chicago in the late issues of the WORLD, which is always looked for and read with so much interest by those who were unable to attend; it was indeed very satisfactory to have so complete a record of the event.... The first anniversary of our club organization was celebrated on the 20th inst. by a run, followed by a club drill at the driving park; after which a reception was tendered the club at the residence of our captain, George Sander-son, Jr., the entire membership with a single exception being present. This proved an event in our history which will be remembered with pleasure; for what

is more interesting to a club of enthusiastic wheelmen than such a reunion, with reminiscences of runs and adventures, and a talk upon an always interesting subject? Our club is in good shape and the membership constantly increasing; our drills will continue regularly, and we will give an entertainment early in the fall, for which preparations are already being made.... Mr. Burt Pressey of Hammonton, N. J., spent two days here this week exhibiting the American Star.... Our club has received an invitation to visit Elmira 4 July, to join the club there in a celebration.... A run to Crystal Lake and return, forty-five miles, is contemplated by a party from here on Sunday next. F. C. H.

SCRANTON, PA., 23 JUNE, 1882.

The Chicago Trouble.

Editor Bicycling World:—To those of us who were not present at Chicago, 30 May, your account of the good times were very acceptable. I have read with great interest the account of the adoption of the new constitution, and think that with one or two minor exceptions, or rather omissions, it is just what is required. Each State now has a certain control and responsibility over itself, which in a measure assures to each a League organization. I was somewhat surprised at the remarkable proceedings regarding the contested votes of the Crescent Club, of Boston. Our first news came through the daily press, which merely mentioned the controversy, with the fact that some unpleasantness was indulged in. Upon first sight it appears that as there were no members of the Crescent Club in the meeting, it could not be entitled to a representation; but upon looking up the rule, I find that impression removed, and can easily see how both the Boston and Crescent Clubs came to the conclusion under which they acted. It seems to me that before any one imputes a dishonorable motive to a club, he should have ascertained whether the action so taken was according to the constitution and by-laws. The rule certainly would allow such a representation according to its wording. The new constitution says that "clubs may elect by ballot a member of their club as delegate, etc. The old says, "clubs may elect by ballot a delegate, etc."

I am not much of a parliamentarian, but fail to see why, under the rule, the Crescent votes were not entitled to be thrown and counted. Allowing, however, that there is some doubt about the rule, would it not have been more manly in our genial vice-president to have merely asked that the meaning of the rule be defined by the committee on rules and regulations? That committee has the power by the rules to decide on "all matters relating to rules of the League or of the board, or for the direction of consuls and members." I have read the letters from both the Crescent and Boston Clubs, defining their position; and al-

though the meeting decided against the Crescent votes, that does not, in my mind, settle the matter. If the Boston Club threw forty Crescent votes, knowing that they were not entitled to do so, then there action was not honorable; but as the rule by no means prevented such action, the parties casting the dishonor on the clubs should either sustain their charge or explain matters.

The League should frown down all crooked practices, but should not by any means allow an imputation of dishonesty to be laid upon any club without investigating the matter thoroughly. The result of the election has no bearing on the matter. Many Western clubs voted against the Eastern candidate for the presidency on the suspicion of trickery cast on the Boston Club by Mr. Parsons, and in justice to them the matter should be ventilated.

FAIR PLAY.

NEW YORK, 22 JUNE, 1882.

Manchester and Nashua.

LAST Saturday, 17th, President Currier, Secretary Wilkins, Capt. Palmer, and Mr. W. H. Chase of the Manchester Bicycle Club visited Nashua by invitation of the Nashua Wheel Club, going from this city by rail. They were received by a delegation from the Nashua Club, headed by Capt. Gilman, and escorted to the Laton House, the League hotel. The evening was spent in wheeling about the city and in Mt. Pleasant Park, where a display of fireworks was given, a procession of wheelmen bearing lighted Roman candles being a brilliant feature. Next morning the marine bicycle was tested, and an early start made for Lowell, returning in time for dinner and the afternoon train for home. Yesterday the Nashua boys made their return visit, Messrs. March and Slason pulling up through the Merrimac valley sand, while Capt. and L. A. W. Treasurer W. V. Gilman and Secretary E. M. Gilman came by rail. In the evening a parade was made through our principal streets, which attracted much attention, calls being made upon and refreshments served by several prominent citizens. After the run, the wheelmen discussed a bountiful supper at the City Hotel, by invitation of Hon. G. B. Chandler, one of the home club's generous friends. The appearance of the combined clubs on these occasions was very creditable, and will much encourage bicycling in this vicinity. In fact, several machines have been ordered recently by new riders. SCRIBE.

MANCHESTER, N. H., 24 JUNE, 1882.

The Other Side.

Editor Bicycling World:—Upon my return home on Monday I had my first opportunity to read the WORLD's account of the League Meet, and your editorials of 9 June. My first impulse was to make no reply, but so many friends request it that I beg permission to make a brief statement. A controversy with an editor is usually a losing game, and beyond this

one explanation I do not intend to continue it. Would it not have been fairer to have let your editorial criticism accompany or follow the publication of the stenographic report, than to forestall it with your own view of the controversy? a view in which I think the careful reader of the report will see the errors. Inadvertently, no doubt, you have *entirely reversed* the whole matter.* There was no "indignation" felt by anybody until, first, the Boston Club had moved that the report of the committee on credentials should be considered final, and second, had by every parliamentary means in its power tried to prevent the reading of that report. Never was there a more innocent request than mine that the report be read. The earnest efforts made to suppress it aroused my suspicions, but I was surprised indeed at the result. Now for a few plain facts, in answer to your statement that the clubs "made no secret here of the arrangement." The Massachusetts and Crescent Clubs occupy headquarters jointly. Their members meet each other daily. I fail to find a member of my club who ever heard any *intimation* of such an arrangement. I occupied the special sleeping car with the delegates of the Boston Club from Boston to Chicago, and we talked over the rules and the proposed amendments very fully, this very rule 9 and its liability to misconception in particular, and not a *whisper* did I hear of any attempt to represent the Crescent Club. Now in all fairness, was it at all strange that after all this, *and* the opposition made to the reading of the report showing what clubs were represented, that I felt that an attempt had been made to carry the election in an underhanded way? It was *this* which made me "blush for the Boston Club"; it was *this* that I felt they "would be ashamed of as long as they lived." I cast no "stigma and reproach" upon the Crescent Club for desiring to be represented, or upon the members of the Boston Club for being willing to represent them; but I was amazed and indignant at what seemed to me an attempt to cast forty votes for the Crescents *without its being found out*. Of course the committee on credentials had no knowledge that the delegates named were not regular members of the Crescent Club.

Now, as to the "causes" assigned by you for the "unpleasantness," I beg to deny most emphatically that *my* share in it sprang from either of those you mention. No man has been more anxious to prevent any "ill feeling between the two leading clubs of Boston" than myself, and I could not and *would not* carry any quarrel of that kind into a national convention.

As to "cause second," pardon me if I

* We have carefully reviewed the stenographer's report, and fail to perceive our editorial's inconsistency therewith. We do note many omissions, all through the report, of sayings and doings, which our memory and that of others recalls as occurring during the meeting. We believe our editorial version of the affair was correct, in both substance and sequence. — EDITOR.

suggest that you "magnify your office" too much. For myself, I can say that my action would have been exactly the same, and I believe that the result of the meeting would have been the same, if there had been no "manufacturing firm" in existence. I trust and believe that the League of American Wheelmen cannot be "engineered" by any "manufacturing firm" or by any "publishing firm," and that it pays small heed to any quarrels between such.

Your intimation that the "proceedings were slightly irregular," and "might be proved invalid," seem to me unworthy even the advocate of a defeated candidate, and I have no doubt that you are ashamed of it by this time.*

One word upon another matter. Being upon a committee, I was not present when the rules were adopted, and not until within a day or two did I know that to the committee on rights and privileges were the ballots to be sent. *Had* I known it, I should not have accepted a position upon that committee, and I propose to resign from it. I was astonished to find myself named as the person to whom to send the ballots and beg members to mail them to the corresponding secretary instead, *or* to enclose *nothing but* the ballot in their envelope, so that I need not open them until the committee meet to count the vote, 10 July. Trusting that you will do me the justice of publishing this communication, I am yours truly,

ALBERT S. PARSONS.

CAMBRIDGEPORT, MASS., 24 JUNE.

The Proposed 1882 English Bicycle Tour.

Editor Bicycling World:—Although I have not ventured to advertise this tour, except in conversation with my friends. I am surprised to find that the fact of its being contemplated is quite extensively known; and I am in receipt of numerous letters, some from quite distant places, asking for particulars. This seems to indicate that the Freemasonry of the wheel disseminates information, even without the aid of your valuable medium; but as it only does so partially, I shall be glad if you will lend me a space in your columns for further particulars, as far as I am yet able to supply them. The main object of the tour (it carried out) is to have an attendance of American riders at the sixth annual meet of the Bicycle Touring Club at Harrogate, Yorkshire, on the first Monday in August next. The plan is for the party to sail from New York in company about the middle of July. On arriving at the other side, the railroad will be taken to

* Instead of being ashamed of it, we deliberately reassert it. We maintain that according to all parliamentary usage, the proceedings referred to were decidedly irregular. We also have reason to believe that the Massachusetts Club had no right to vote by delegates, under a strict interpretation of the intent and meaning of the rule which says "clubs whose *entire active membership* has joined the League"; and after the action of that club against the Boston Club, and during the intermission for supper, members of the latter club earnestly considered the advisability of raising this issue in retaliation, but were overruled by more temperate counsels. — EDITOR.

Bradford, Yorkshire, which is less than one day's easy road ride from Harrogate. The latter will be reached on the Saturday preceeding the meet.

The day following the meet the party will mount their wheels for a tour through a delightful country by way of Leeds, Sheffield, Mansfield, Leicester, etc., to the famous bicycling city of Coventry, arriving there about 20 August, and there ending the tour, leaving each member of the party at liberty to follow his inclination, either to tour elsewhere or to return home.

Although my business will not permit me to make my own plans definitely for at least another week, that is no reason why such a tour should not be taken by any present or prospective member of the B. T. C. who wishes to enjoy a wheel experience which it would be difficult to equal. The cost may be computed at, say \$150 for the return steamship ticket, \$10 for railroad travel, and \$5 00 per day for hotel bills while in England; and each rider should add to the foregoing, for "sundries," such extra sum as his habits, tastes, and means may dictate.

Should I find myself able to "get up" this party and tour, the only advantage which I could offer would be some diminution in the price for the steamship ticket, for which I have already partly arranged, on a basis to be governed by the number of riders who may accompany me. I cannot, this time, carry out a definite programme for a certain specified sum, as I did on the English tour of 1882; for not only is there insufficient time for the necessary arrangements, but even if there was time enough, there is too much work attending such a method, and I shall prefer not to lay myself open to such duties again until I can insure a party sufficiently large to admit of its employing some one to do the *work* of the tour, and leave me more time to partake of its enjoyments.

A word as to *wheels*. Riders should *not* take them from this side. Any importer will deliver machines in Bradford, on the arrival of the party, at *forty per cent* discount off the American list prices; so that it will be real economy for each to sell his present mount before starting, and to ride a brand-new machine when in England.

I have written as fully as I am able to at this date; and in conclusion let me say, I do hope that all our riders who contemplate an English tour will include in their programme the one I have just sketched, and will do it whether I am able to accompany them or not. To any true wheelman the privilege of participating in the Harrogate meet is alone worth the whole cost of the trip, and the hearty welcome which they will receive from the men of Bradford and of the north will infuse into each such new ideas of what constitutes the real fellowship of the wheel, that when they return hence the cause in this country cannot but be strengthened and benefited by their experiences.

If I find that I can get away for this tour, I will announce the fact in advertising columns of your first issue for July.

FRANK W. WESTON.

SAVIN HILL, BOSTON, 26 July, 1882.

The Casino Track.

Editor Bicycling World:—Seeing in your issue of 23 June a reference to the shifting of the pole of the bicycle track at the New England Institute Fair building, permit me to say:—

(1.) That the original bicycle track, as it existed before it was altered for horse racing, measured, on a line two feet from the curb, *exactly* five laps to the mile, and was laid out under my personal supervision by Mr. Luther Briggs, one of the oldest surveyors in Boston, whose certificate as to its exact measurement I now hold.

(2.) That the alteration for horse-racing purposes may be short or long, but by all appearances the track is now smaller than before.

(3.) That all records made before the horse racing on this track were certainly reliable as to distance.

FRANK W. WESTON,

B. Bi. C., etc.

SAVIN HILL, 26 June, 1882.

Chicago.

IT may be that the L. A. W. could have selected a city for the second Annual Meet that would have called forth a greater number of wheelmen and made a much more imposing parade; but we doubt if greater good could have been accomplished elsewhere than in Chicago. The League can credit itself with one great and good deed in that it has created an interest and respect for wheelmen in our city, and we might say throughout the surrounding country; for the West at large was represented. The attitude of our people toward the bicycle is now changed, and the patronizing tone has given way to one of inquiry, and the irritating jest to something like a respectful remark. Throughout the city it is one common assent that the parade was the most unique and beautiful of spectacles, to be classed among things refined and elegant. It was a revelation to our citizens to see so many elderly gentlemen in bicyclist's costume, and to this one feature alone we can attribute much good. Our paths are indeed pleasant now, for we have the kindly consideration of all, and go our way feeling that we are members of a recognized class. The most immediate good resulting from the Meet is the opening to the wheel of the West Side boulevard system and parks. Privilege was granted for their use during the stay of our guests only; but upon witnessing the kind of material of which the bicycling fraternity was constructed, as shown by the representatives of the L. A. W., the commissioners continued the privilege indefinitely. We think the Meet was a source of pleasure to our guests; and when, after all our

cities have had the honor to entertain the Annual Meet, it again becomes Chicago's turn to play the host, we trust the L. A. W. will meet the result of its generosity, and that the bread it cast upon the waters in its early years will return again in a grand demonstration of welcome worthy of the cause.

The Exposition building and hotel offices were a study for the lover of beautiful wheels. A painted bicycle was rare, almost every one being full-nickelled. It was a fair and square exposition of bicycles, and presented rare opportunity for selection. The East was equipped with Columbias, Harvards, and Yales, the West with Premiers. The most beautiful and rare machines of each make were present, and for classic elegance of outline the full-nickelled D. H. F. Premier took the palm. A painted D. H. F. looks quite ordinary, although the exquisite shape of the outline is still evident; but nickel the tubes of the fork and the full perch, and the effect is fine. One machine had the fork gold leafed, and the effect was quite pipe-organ-like. There is a charm in the outline of the Premier's backbone and little wheel which Westerners cannot resist. Two full nickelled Humbers from Omaha were superb, but the Expert's fork is more graceful. The Humber's broad flat neck is the handsomest, also the half-hollow rear fork; but the perch is too slender to appear in good proportion. Some could find an ideal in the graceful curve of the Royal Challenge's backbone and rear fork, as it follows the front wheel down until nearly even with the axle of the little wheel, when it curves out. In a large-sized machine the effect is fine. The fluted-forked Centaur gave itself badly away, being both ungainly and ill-fitted. The backbone had spread so the rear wheel was about six inches from the front. The fluted fork is in the same proportion as the D. H. F. and has the same outlines, with theoretically better principle; but where the D. H. F. looks airy and graceful, the Centaur is clumsy. The new Expert, ridden extensively by the Eastern members (thus showing that the market is better supplied there than here), is beautiful beyond doubt. Perhaps no fork is so elegantly rounded and rigid, and it is gloriously solid all over. America can now claim the birthplace of a machine on an equal footing with foreign makers.* It is strange the Harvards and Yales, in the hands of Eastern men, are so much better than those we have out West. It seemed so from the samples brought here. Perhaps it is because Eastern riders take greater pains to secure higher finished machines of that class. The Yale is capable of being a very elegant machine, in the larger sizes. This class of machine hitherto seen in the West have very ungraceful hollow rear forks; but the machine brought from Boston could easily be made an ideal one, its backbone having the section and

* The commander's full-nickelled Expert, with gold-plated spring, handle bar, and brake, was superb.

graceful proportion of an eel, with the peerless Humber rear half-hollow fork. The semi-tangent wheel looks a little confused; but if the spokes, flanges and axle were nickelled, the complex effect of the fine wire spokes, shooting off in irregular direction, *a la* suspension bridge, would be quite pleasing. The Yale's fork is next to the Expert's in beauty of outline, but the arch is neater, being groined instead of curved and shouldered. A few handsome Clubs were on hand, owned by riders whose ideal wheel they were; of complex springs that of the Club is neatest. Its oval section perch is not so shapely as that of the Yale or British Challenge. The old Standard still represents itself, a style of machine that has outlived its usefulness; for if one pays \$100 for it, he would rather tack on \$25 more and get a wheel where a little of beauty can be mingled with utility. The Special appears only to be criticised. A big back wheel and very short centre killed it. Of ball pedals, the Premier double ball was the favorite. The new pedal of the Challenge, in which the foot rests on six rubber bulbs, was much admired. If one desires a soft, yielding pedal, this should be his choice. Of cyclometers, the Ritchie rattles too much. The Excelsior, Livingston, and Thompson are too big. The diminutive McDonnell was much sought, principally on account of its convenient size. STENO.

President Bates at Chicago I.

Editor Bicycling World:—I boarded the train at Detroit for the Chicago Meet at 10.30 in the evening, and immediately retired to my berth in a sleeper for a good night's rest. The train was delayed and did not start till nearly midnight. Just as I was getting into a good snooze, I heard the well-known Boston "Rah! 'rah! 'rah!" accompanied by the sounding of bugles and divers other hair-raising noises, betokening the arrival of the Boston special car, with its load of happy wheelmen. But as I was tired out and very sleepy, and knew I should see the boys in the morning, I kept in my berth. The Boston party reminded the old settlers of Detroit, in the vicinity of the railroad station, of the early days when the howl of the wolf, the scream of the panther, and the yell of the wild Indian were familiar lullabies until past midnight, when exhausted nature could endure no more; and they subsided into the most unanimous silence I ever heard in my life. The next morning I rose with the lark (the railroad-train lark, of course), and proceeded to the wash-room. There I met a lank and tall rural rooster of the Indiana persuasion, who, after gazing at my bicycling costume, familiarly queried: "B'long to the circus, stranger?"

I frankly replied that I did. He asked where we were going to show; I said in Chicago.

"Got some of the animals on this 'ere train, I reckon?"

I said we had a few of the pet ones, who always travel with us.

"Knewed it," he observed, "heered 'em last night. Could tell the hyenas an' them trick mules any distance. Band bugler along, too. Mighty gosh! stranger, how them little trick mules does Bray! Seem to be pretty much all wind; beats the biggest jack in ole Wabash Valley."

Here we were interrupted by the entrance of the Boston party on their way to the dining-car for breakfast. Of course I greeted them heartily, and accompanied them to breakfast. I noticed that my Hoosier friend watched keenly each member of the party, and was evidently yearning to gather further valuable information. So, awhile after breakfast, I managed to slip away to the smoking-car, noticing that he followed me. Having lighted a cigar, I was prepared to impart any desired useful knowledge. After stating that he "allers was curious on circus chaps," my rural acquaintance said he concluded that he could "place most of 'em just by their looks. That feller they call the kernel, now; he's the ringmaster. Mighty fine-looking man. Circuses allers picks out handsome men for ringmasters; and allers calls 'em kernel." I assured him that Col. Pope was a genuine colonel. "Then there's the captain: he runs the menagerie; bosses the lions an' elephants an' sich; large, handsome, bold-lookin' chap; probably ain't afeard o' nothin'; familiar like with all kinds o' beasts. They allers call the menagerie boss 'captain.'" I admitted that Capt. Hodges did have familiar relations with our lions. Then my friend supposed we had more than one elephant. I said we had. He wanted to know the name of our biggest one. I said we had several big ones, pretty nearly of a size: name of one of the big ones was "Kol Kron." He asked me if that was n't an Arabian name. I said it was Hindoostanee, which impressed him seriously. He said he could "place that Western feller easy. He's most the image of the one what swallowed knives and things in the great European combination, last year." I acknowledged that Mr. Weston is considered by the company a prodigy in swallowing things. "But what do *you* do? Can't place *you* no how; most too old to tumble or ride." I meekly admitted that I was the clown, whose business it is to get off the jokes for the public. I saw at once that this raised me immensely in my rural friend's estimation. He remarked "By gosh!" several times, and then "allowed" that he was proud to make my acquaintance; he had "allers sort o' longed to know one of those fellers what gets up all the good jokes an' comic songs for the crowd." Here the whistle sounded; and my friend left the train, after bidding me a cordial adieu, and assuring me that if we ever show in the Wabash Valley we shall have a tentful, and no discount on that.

We found Chicago pervaded by bicycles. All the hotels were full of bicycles. The great Exposition Building was converted into a bicycle warehouse. The

waters of the lake heaved restlessly under a (to them) novel burden of marine bicycle. The great cloud of dust and smoke which always hangs over the city, and may be seen far out at sea and far away on the prairies, was higher than usual, — lifted, perhaps, by the stir created by bicycle riders in the streets, and the wind of bicycle talk on the street corners. It was a clear and sunny day, — a day of bicycle weather. But the business streets of Chicago, and all the streets in the central part of the city, are not bicycle streets. Chicago never will have good streets until the bicycle becomes one of her most popular conveyances. Her business streets, with execrable wooden pavements, are in about the worst condition of anything I ever rode over.

Of course I need say nothing of the bicycle parades and races. These are reported at length in *THE WORLD* and in the daily papers; I only desire to mention such experiences as do not appear in the usual reports. But I notice that all the papers have omitted to mention the visit of the bicyclers in procession to the rooms where the archives of the city of Chicago are kept. Upon the north wall of this room is elegantly framed and hung an affidavit, signed by many of the first citizens, stating that when Chicago was burned, the fire was so miraculously hot that it actually dried up the mud in the principal streets. While we were examining this precious document with breathless awe, and reflecting that if it were true, then the great fires of New York, Boston, Portland, and Baltimore were in comparison like the phantom and ineffectual flames of some pale dream, a St. Louis man irreverently remarked that he did n't believe it. St. Louis never believes anything bis of Chicago. I called his attention to the fact that the affidavit was solemnly sworn to. He flippantly replied that many of the first citizens of Chicago are always swearing. Of course he was immediately removed by the police, charged with blasphemy against things locally sacred.

Foreign Gleanings.

At the great Barnes general meet of tricyclists, 13 May, about five hundred riders were in line and made a creditable show. At the bicyclists' annual meet at Hampton, 20 May, over 2,300 wheelmen were in line, and everybody unites in describing it as one of the finest sights ever witnessed.

THE Cyclist says: "Some years ago it was considered a good bicycle ride to cover one hundred miles in the day on the road, but now it is becoming almost common for tricyclists to do it." A Mr. Letchford of the Finchley Tricycle Club covered one hundred and six miles in about seventeen hours, sixty-three miles of which was made in 7h. 40m. The time included over four hours' stops for meals and refreshments.

It is now seriously proposed, and a

call has been issued, to form in Great Britain a Cyclists' Battalion, whereby the bicycle and tricycle can be brought to perform important defensive service in case of foreign invasion or rebellion. The battalion or corps is to be suitably armed, and it is expected that the rapidity with which members can move from point to point would render such an arm of the service of great value in promptly informing the authorities of the roads, conveying despatches, and even participating in actual fight.

THE English royal family having indorsed cycling by purchasing bicycles and tricycles for its members, those who are apt to get elated over such distinguished patronage are, according to the *Cyclist*, again jubilant over the fact that "a whole royal family" have "gone in for tricycling, the Coventry Machinists Company having just completed and despatched five Cheylesmore tricycles to the court of Austria, one being for the Archduke Carl Ludwig, brother of the reigning emperor, the rest being for the emperor's own children, their Imperial Highnesses the Archdukes Otto, Ferdinand, and Wilhelm, and the Archduchess Maria Theresa."

ALFRED F. BIRD of the Speedwell Bicycle Club and B. T. C. Consul Thos. R. Marriott of Nottingham, the former on a bicycle and the latter on a tricycle, both machines Humbers, on the 3d inst. made the journey from Derby to Holyhead, one hundred and eighty miles, up many long and rough hills, too, some of them six or seven miles, in twenty-three and three quarters hours. This is the longest tricycle ride in one day on the road on record, and shows pretty conclusively the practicability of three-wheelers for long journeys. The time included four hours for stoppages. We also learn from our exchanges that both Reigate and Muswell Hills have been ridden without stops by a tricycleress in company with "Faed," on a "Cheylesmore" sociable, — the first time a lady has surmounted the "difficulty," and the first time a "sociable" has achieved the latter hill without stopping. We understand a "Meteor" sociable, also, has mounted another very difficult eminence, Brockley Hill.

ENGLISH papers announce that Cortis has beaten the mile record, making the distance 2m. 41 $\frac{1}{2}$ s. That's going, eh?

THE interesting account of a bicycle "Tour through Ireland," written for and published serially by us, is now being printed in the *Bicycling News* without credit.

THE Milwaukee Bicycle Club has issued its invitation circular for the annual four-days' run among the Wisconsin lakes, 1, 2, 3 and 4 July. They are working it up with their usual energy, and will make it fully as successful as that of last year. We wish we could attend, but alas! we cannot.

L. A. W.

AMATEUR BICYCLERS 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, consultants, 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.

BUFFALO BI. CLUB.—Additional: W. S. Bull, 218, Linwood avenue; H. L. Drullard, 405 Franklin street; A. R. Georger, care German Bank, —all of Buffalo; and F. C. Fero, Lyndonville, Orleans County, N. Y.

BUCKEYE BI. CLUB.—Additional: T. T. Tress, L. B. Lindenberg, Dudley Fisher, Harry Miller, Joe C. Hull, F. E. Edwards, —all of Columbus, Ohio.

OMAHA BI. CLUB.—Additional: Clarence J. Canan and Gilbert M. Hitchcock, —both of Omaha, Neb.

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MOUNTAIN BI. CLUB.—Charles A. Marshall, president; Webster Norris, secretary and treasurer; Henry

H. Gregg, George M. Davidson, Jr., James A. Hamilton, Homer D. Williams, William F. Lewis, —all of Johnstown, Pa.

BROOKLYN BI. CLUB.—Additional: H. C. Winttingham, 168 Hicks street; S. C. Scott, 240 Washington avenue; Wm. A. Carl, 98 Sixth avenue; Tasker H. Marvin, Jr., 50 First place, —all of Brooklyn, N. Y.

CINCINNATI WANORRERS BI. CLUB.—Francis W. Scarborough, Madison road, E. Walnut Hills; Julian V. Wright, Grandin road, E. Walnut Hills; William Wilson, Madison road, E. Walnut Hills; Nicholas Longworth, Jr., Grandin road, E. Walnut Hills; John K. Scudder, Ridgeway avenue, Avondale; Paul Scudder, Ridgeway avenue, Avondale; Calvert Townley, 483 Court street, —all of Cincinnati, Ohio.

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BRUNSWICK BI. CLUB.—Additional: Chas. D. Snedeker, J. Newton Veghti, and Geo. K. Parsell, —all of New Brunswick, N. J.

KROOK BI. CLUB.—Additional: H. H. Winslow, E. H. Rothert, John Hartel, —all of Keokuk, Iowa.

MASSACHUSETTS BI. CLUB.—Additional: Edward R. Drew, 597 Washington street, Boston; Harry D. Corey, care of Jones, McDuffee & Stratton, Boston, Mass.

UNATTACHED.—Jas. S. Martin, 57 Washington street, Chicago; Wm. A. Gunn, 47 Monroe street; Wm. H. Gay, corner Canal and Hastings streets; Frank H. Escott, 75 Canal street, —all of Grand Rapids, Mich.; C. H. Kittinger, Wilmington, Del.; Robert R. McCormick, Edinburg, Pa. (Knox P. O.); Fred. N. Bonnie, Niles, Mich.; Aaron W. Cornwall, 145 to 175 Washington street, Louisville, Ky.; Nathan P. Wyllie, Lowell, Mass.; B. E. Chesney, Painesville, Ohio; Chas. B. Ott, 1068 Market square, Wheeling, W. Va.; Wm. M. Black, Mattawan, Monmouth Co., N. J.

A Model Report.

TREASURER GILMAN says that the club reports generally sent in to him are so meagre in detail and unsatisfactory that he wishes us to publish the following one from the secretary of the Peekskill, N. Y., Club, as a "model report":—

PEEKSKILL, N. Y., 24 June, 1882.

MR. WM. V. GILMAN, *Treasurer L. A. W.*, Nashua, N. H.:

Dear Sir,—Enclosed please find P. O. money order for \$7.00, to cover annual dues for 1882 and 1883 of the following members of our club, "The Cortland Wheelmen," all the members we have, and all members of the League:—

E. F. Hill, Peekskill, N. Y. No. 1,345
D. C. Hasbrouck, Peekskill, N. Y. No. 1,984
George A. Wadsworth, Peekskill, N. Y. No. 2,336
B. F. Ferris, Peekskill, N. Y. No. 2,337
S. F. Horton, Peekskill, N. Y. No. 2,338
Geo. Halsted, Peekskill, N. Y. No. 2,367
S. A. Mead, Peekskill, N. Y. No. 2,384

Trusting you will find this O. K., and that we may receive our new cards safely, I am, Yours fraternally,
D. C. HASBROUCK, *Sec. C. W.*

L. A. W. Racing Rules.

AS AMENDED AND ADOPTED AT THE ANNUAL MEETING HELD 30 MAY, 1882.

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have not received the written sanction and indorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the board of officers of the League.

2. (a) An amateur is a person who has never competed in an open competition, (b) for a stake, (c) or for public money, (d) for or gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood. — *L. A. W. Rule 25.*

3. Any competitor making a false entry will be disqualified.

4. Choice or change of machine, and choice of costume, are not limited.

5. Each competitor will receive from the judges, before the start, a card bearing a number, which must be worn during the race.

6. The position in each race will be drawn by the

games committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position until the signal is given by the starters. Any contestant starting before the word is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.

12. The right is reserved to the judges of refusing or cancelling any entry, if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the judges and referee will in all cases be final.

14. All championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organization shall be allowed to hold State or other bicycle championships in which League members shall compete.

15. Championship races shall be run in one heat, or should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the racing committee L. A. W. for reference. No handicap races shall be run in heats.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League.

18. The rules of the National Association of amateur athletes shall be sanctioned by the League, and no League member competing in the games of the association or of its associate clubs, shall be declared from competition in the League races or from enjoyment of any of its privileges.

19. The racing committee L. A. W. shall be empowered to appoint at its discretion a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League and of such of its associate clubs as shall desire his services.

E. C. HODGES, Boston, Mass.,
A. A. HATHAWAY, Milwaukee, Wis.,
CLYMER WHITE, Baltimore, Md.,
Racing Committee L. A. W.

Declination.

Editor Bicycling World:—I am sorry to see that my name is offered in your columns as a candidate for chief consul of Massachusetts.

Had any notice of your intention reached me, I should have withdrawn in season to prevent the mistake.

I am unable to attend to the duties of this office, and could not at present serve in any capacity upon the State board. Very truly yours,

FRED. S. PRATT.

WORCESTER, 24 June, 1882.

CURRENTE CALAMO

WELL, who did you vote for?

"EVERY man for himself," etc.

WE await the result. Hurry up the count.

THERE is no convention to construe rules this time.

HAVE "Patience," Gideon; it was a mistake we are glad to correct.

THE pictures of the Chicago Meet are very good.

SECOND ASSISTANT POSTMASTER ELMER of Washington rides a "hopper."

JUMBO is gone, but Albion is coming, and he will be a drawing card to bicyclers.

MR. E. E. KATTELL, a wheelman, of Binghamton, N. Y., was in Boston, this week.

JO. DEAN'S Royal Mail racer is a beauty,—light and clean-cut as Sara herself.

THE fifty-mile road race at Druid Hill Park, Baltimore, 8 July, ought to be an unusually interesting event.

A MARINE bicycle agency has been established in Washington, Mr. I. Kimball of the *Oarsman* being the agent.

THE coming week will be a lively one for wheelmen everywhere. Runs, races, and meets are announced on all sides.

SOME "penny-a-liners" are so hungry for items that no discretion is used, and the hand of their informant shows itself.

YOU have plenty of time yet to get in "at the death" of the Milwaukee run which commences to-morrow, if you start at once.

CHAMPION FRYE is awheel once more, and will train for some of the races this season, and especially for the League mile championship.

THE course at the Casino has been laid entirely with tan bark, but we understand a portable track is to be made for bicycling when such races occur.

WHY will some clubs and unattached riders adopt such *outré* costumes? Bicyclers are conspicuous enough anyway, without making themselves more so.

THE Solus Bicycle Club recently presented this office with a fine thermometer, and its effects are already apparent in the rapidly increasing temperature.

IN a race between Prince the bicyclist and Leroy the horseman, distance five miles by the Casino track, the former won by half a second, the time being 15m. 58½s.

IT is reported that two wheelmen of Helena, Montana, recently rode fifty miles in the very creditable time for that part of the country of six hours and twenty minutes.

THE handsomest and best mounting tsep for bicycles we have yet seen is one invented and just patented by Dr. Geo. F. Harwood of the *Æolus* Wheel Club of Worcester. It is so toothed as to prevent slipping, and the teeth are so guarded that the clothing cannot catch upon it in case of falling or dismounting from the rear.

CAPT. HODGES of the Bostons has ordered a Royal Mail racer. Now when he and Billy Bernhardt compete in the club races, we will see how well body and bones can hold together.

MARBLEHEAD wheelmen are constantly taking headers. The *Register* nearly every week registers one or more accidents of this kind. Adjust the saddles farther back, boys, and mind your weather eyes.

SOME half a dozen of the Massachusetts Club under Capt. Shillaber made a run to Swampscott Sunday, dining at the Ocean House. Messrs. Wood, Norman, and Harley of Philadelphia accompanied them.

AT this season of the year the gaudily dressed bicyclist haunts the popular resorts, frightens horses, and attracts universal attention, receiving the admiration of such as are of the same taste in the matter of costume.

JOHN L. AYER of the Solus Bicycle Club informs us that his proposed effort to cover 5,000 miles on the wheel this year is off, a rupture necessitating his abandoning bicycling for this season. In 1883 he will double the amount and go several better.

"KANUCK" writes us that a large detachment of the Montreal Bicycle Club will go down by boat to Quebec, 30 June, to visit the wheelmen of that city. They are the only two clubs in the province of Quebec, and the harmony of feeling between them is very cordial.

By an error we last week robbed that most deserving young man, G. D. Gideon of the Germantown Bicycle Club, of one of his laurels won at the N. A. A. A. championship games of 10 June. He was victor in both the bicycle contests, winning the two-mile race in 6m. 41½s., and the five-mile race in 17m. 19½s.

BOSTON CLUB members, with J. A. Cross of Providence, and Mr. Rogers, one of the Philadelphians who has ridden from New York to this city, rode on Sunday to Cohasset for dinner, returning to Boston by boat from Hull. They report the roads in excellent condition, although rather soft in places.

THE Fourth of July races on Boston Common will no doubt entertain many thousand people, as they did last year and the year preceding; but as no suitable track is likely to be prepared, no record, except perhaps for slowness, will be made by fast riders, and the riders in the slow race will have to move pretty lively to keep their wheels.

C. C. B. T. C., B. B. C., L. A. W. WESTON's letter about the English tour ought to interest our wheelmen. We wish we might join the party, and can assure all bicyclers who intend a trip to Europe this summer that this is the best way to take it. Or even if you do not

care to wheel when on the other side, it will pay you to join the party as a social investment.

OUR "Coventry Rotary Convertible" is a success as a "sociable." We rode it one evening last week with a companion (male), in the north suburbs, about sixteen and a half miles in two hours and a quarter, ascending some pretty sharp hills, with nearly as much ease as one does with a two-wheeler, and dismounting for none except one moderate incline, which was too sandy even for level riding.

THE Casino track, according to the Boston *Courier's* bicycle paragrapher, has been carefully measured by Mr. Wilmot, who "found it to be five laps more than a mile." Now here's larks! The track has always been credited with five laps to the mile, and now we discover that it is a mile and five laps. Mr. Wilmot measured it with an Excelsior cyclometer, and that has generally borne a good reputation for accuracy; but cyclometric measurement, however accurate, won't admit the track to record-making.

THE League organ failed to advertise the L. A. W. races; hence the Boston men knew nothing (?) about them. — *N. Y. Sunday Courier*. What L. A. W. races, Mr. *Courier*? We announced in our "Coming Events" the two and five mile open amateur bicycle races of the National Athletic Association, if these are what you mean; but we do not understand these to be L. A. W. races strictly, although they were to be partly officered by that organization, and recognized as amateur championships of America for those distances. Besides, as in our L. A. W. department we published the particulars and conditions as news, and received no further official instruction to advertise them, we did not feel called upon to do so.

WE learn from Mr. C. E. Pratt, attorney for the Pope Manufacturing Company, that at Syracuse, N. Y., on Monday, the 26th inst., before Judge Wallace, a hearing was had on the case of the Pope Manufacturing Company vs. McKee & Harrington, the result being a decision against the latter on all the motions, the principal one being by defendants for removal of injunction. Of course this leaves bicyclers still at the mercy of the monopoly, and we must wait either until the patents expire by limitation, or until some other parties with money and perseverance come forward to more successfully combat what we still consider a wrong and injustice, the breaking down of which we yet hope to see accomplished; for notwithstanding the failure in this case, we believe our stand is right in both law and equity.

WE have in stock a few copies of *Cycling Sketches*, in cloth, \$1.00, and *Sturmey's Indispensables* for 1880, 30 cents.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

WHEEL LITERATURE.

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

LE SPORT VELOCEPIEDIQUE.—Weekly. J. 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 Sturmev, 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, sixty-five cents. E. C. Hodges & Co.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. 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 Sturmev, 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 TRICYCLIST'S 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. Wel-ford, editor of *Cycling*. Paper, 50 cents; cloth, 75 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.

HAND-BOOK OF MODERN TRAINING.—A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, —all by Henry Sturmev, —are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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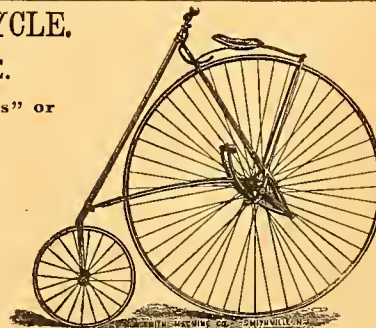
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