

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 3 NOVEMBER, 1882.

Volume V.
Number 26.

[Vol. V.

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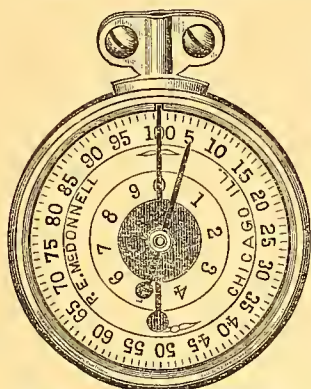
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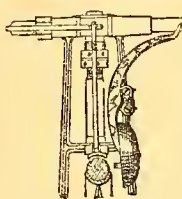
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THE Bicycling World

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, postpaid, at the following rates: —

One year, in advance.....	\$2.00
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Three months ".....	.60

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Single copies are for sale at the following places: —
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☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

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 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 3 NOVEMBER, 1882.

A QUESTION.

THE large number of wheelmen has not been without its effect on the public laws, and courts have rendered decisions to meet special cases brought before them. These decisions have related mainly to the rights of bicyclers to the use of highways, and have been, in nearly every case, uniform to conceding to riders equal rights with travellers by other modes of locomotion. It is not strange, with the multitude of cyclers and the large number of makers, many of the latter turning out machines of inferior quality and defective mechanism, that occasional accidents should occur from the breaking of parts. Many complaints have been made in the Eng-

lish wheel press about the breaking of backbones of bicycles, and a correspondent of the *Cyclist* asks whether there is any remedy against the maker. This opens a question not new in respect to sales of other commodities and merchandise, but we have not heard of any attempt being made to recover, in an action at law, damages for injuries sustained by reason of a defective bicycle; nor do we believe that in the ordinary cases of breakages could an action be maintained. The use of the bicycle and its attendant results are so comparatively novel that the law which has applied to heavier vehicles, requiring less care in construction, might be open to question by some acute lawyer. If the defect is a patent one, that is, one which might be ascertained and remedied by reasonable care on the part of the vender, and the purchaser relies on the former's judgment in the selection of his mount, it would seem that the implied warranty would be sufficient to maintain an action in case injuries are sustained. If, however, the defect is a latent one, and the purchaser uses his own judgment in his selection, he must bear patiently any injuries he may suffer. The law of warranty is somewhat complicated, and the decisions are not in harmony, although the principles are pretty well settled. The question is, whether the bicycle, being so different in every respect, — so much lighter, and necessitating such great care in its construction in every detail, and the consequences of a breakage so liable to be severe, and possibly fatal, — should warrant more liberality of decision in respect to vendees of bicycles than those of other vehicles and articles of commerce. We refer to this subject as being a live topic, and of considerable interest to makers, dealers and purchasers alike. Our dealers could, as a rule, ill afford to defend suits of this class, even if resulting in their favor; and, except in very rare cases, would riders care to bring suit. Thus it behooves riders to use great circumspection in selecting a mount, and makers to use care and judgment in their manufacture, and see that the material used is of the best. Even with what the law calls reasonable care, a defective machine will occasionally find its way to the salesroom, and finally to the road; so that this question may arise for adjudication at any time. We are pleased to say that in our dealings with the different firms engaged in

the "bicycle business," we have found them generally inclined to replace parts broken by reason of a defect; but this would not be sufficient compensation if severe injuries were sustained by reason of such breakage.

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.]

TREMONT BI. CLUB. — At a meeting held in Boston, 20 September, 1882, a number of amateur wheelmen formed the Tremont Bicycle Club. At a second meeting held 18 October, 1882, a code of by-laws, prepared by a committee appointed at the previous meeting, was adopted, and the following officers elected for the ensuing year: President, C. J. Upham; secretary and treasurer, E. A. Hemmenway; captain, M. L. Brown; first lieutenant, W. L. Jackson; second lieutenant, E. A. Tenney. A uniform will probably be selected without delay. The club starts with a membership of thirteen, and several others are expected soon to join.

E. A. HEMMENWAY, Sec.

40 State street, Room 41, Boston.

SCRANTON, BI. CLUB. — The wheel is becoming more popular in this city each season, and our club now comprises some of our leading professional men and most active business citizens. 19 October we gave our first entertainment and social, which was a grand success; the programme comprised a promenade concert by the battalion band, and exhibition drill by members of the Scranton Club, and an exhibition of fancy riding by Prof. Kaufman of the Rochester, N. Y., Club, concluding with a social hop, all of which was enjoyed by the large and select audience which completely filled the Armory. The Binghampton Club, who came as our guests, we found very pleasant company, and the relations between the two clubs are the most pleasant; we are always pleased to see bicyclers from all points, and do our best to make them feel at home.

F. C. H.

BOSTON AND PROVIDENCE BI. CLUBS. — On Wednesday, 25 October, the Providence Bicycle Club, in response to an invitation from the Boston Club, embarked on the cars for Canton Junction, where they were met by members of the Boston Club, and escorted to Cobb's Tavern. A ramble in the woods, a game of base ball in which the Boston nine was defeated, and wheel talk consumed the time before dinner, which was served at one o'clock. Shortly after dinner, wheels were mounted, and under command

of Capt. Hodges, an enjoyable run was had to the city. In the evening an elegant collation was served at the Bostons' Club House and the hours previous to the departure of the Providence Club for home spent in that joyous sociality for which these two clubs are famous. Nothing occurred to mar the pleasure of the occasion, which was enjoyed by all.

RACES

Coming Events.

4 November. New York. At Polo Grounds, under auspices of Manhattan A. C. and Moseley Harriers of Birmingham, England; three-mile bicycle handicaps. Saturday, 11th, one-mile bicycle handicap in heats.

6 November. New York. Manhattan Polo Grounds, one-mile bicycle handicap in heats.

CLEVELAND, OHIO, 24 OCTOBER. — The Cleveland Bicycle Club held its fall race meeting at Perkins' track, West Cleveland, 24 October, in the presence of a number of guests and persons interested in wheeling. The track was rather heavy, and the strong wind blowing made fast time difficult. All the races were excellently contested, and the afternoon's sport was a success in every particular. The judges were Messrs. William Edwards, J. H. Wade, Jr., and W. H. Backus. There were six races on the programme. The first was the five-mile race for the championship medal of the Cleveland Club; a handsome gold badge got up by President J. H. Wade, Jr. It brought out a keen contest. Messrs. George Collister, W. H. Wetmore, Andrew Janes, Paul North, J. D. Pugh, Jr., H. Avery, and G. H. Potter were the starters, and all went away well together. W. H. Wetmore took the lead and held it for four miles, riding fast and steady. George Collister hung to him closely, and on the fifth mile came up with Wetmore, and in a fine exhibition of fast riding passed him and won by several yards. Wetmore was second, Janes third, and Potter fourth, the others not finishing. The time for the miles was 3m. 32½s.; 7m. 23½s.; 11m. 18½s.; 15m. 6½s.; 18m. 49½s.

The next race was mile heats, best two in three, for two prizes. The starters were Messrs. Wetmore, Root, Hathaway and North. North dashed away with the lead, and he and Root had a great race for nearly the two laps. On the turn of the second Root came up with, and after a hot brush, passed north, who slacked and let Wetmore also pass him. In that order the two finished, Root one hundred yards ahead of Wetmore, Hathaway riding easily, last. Time, 3m. 30½s. In the second heat, only Root and Wetmore started. Wetmore led from the start and to finish in a pretty race ridden out to the end. Time, 3m. 34½s. The third heat was almost a repetition of the second, Root again trying hard to head the Cuyahoga Falls man, but never quite reaching him. Time, 3m. 36s.

The third race was half-mile heats, best two in three. The starters were Messrs. Pugh, Janes, Biddle, Douglass, Hatha-

way, Potter and Avery. Pugh took the lead in both heats, and held it from first to last, Janes second, and Biddle third in both rounds. Time, 1m. 39½s., 1m. 40s.

The fourth race, half-mile without using hands, was won by W. H. Wetmore in 1m. 50½s., J. D. Pugh, second.

The half-mile tricycle race followed. Much interest centered in this race, as it was the first of its kind ever ridden in the West. There were three entries. J. H. Collister, C. W. Norman and F. T. Campbell. The race was a close one between Norman and Collister, the latter gentleman finally winning. Norman being second, and Campbell, back quite a distance, last. Time, 2m. 31s.

The last race was a mile consolation, one in which all members of the club not winning a race in this or previous meetings were compelled to enter. It brought out twelve starters, and was won by T. S. Beckwith in 3m. 26½s., the best mile time ever made in Cleveland. A. E. Sprackling was second, and H. Avery third.

Following the races, Mr. W. H. Wetmore gave a grand exhibition of fancy riding, after which the members returned to town on their machines.

PULLMAN, ILL., 21 OCTOBER. — Pullman A. A. games. Two-mile bicycle race, Crawford of Chicago, first; time, 7m. 30s. Five miles, Philbrick of Chicago, first; time, 18m. 37s.

PHILADELPHIA, 21 OCTOBER. — Fall field meeting of Young America Cricket Club, at Stenton. One-mile bicycle race, A. G. Powell, first, in 3m. 24s. Three-mile bicycle race, A. G. Powell, first, in 10m. 10s.

PHILADELPHIA, 23 OCTOBER. — Fall field meeting of the Pennsylvania University A. A. Two-mile bicycle race, J. P. Croasdale, first, in 7m. 17s.

PHILADELPHIA, 26 OCTOBER. — The bi-centennial races were held at the driving park on a half-mile track, and were the christening races on an excellent course. The first event was a club drill by the Capital Bicycle Club of Washington, Capt. Fowler, whose manoeuvres were finely executed and highly applauded. Following this was a mile race in three heats, won by E. A. Thompson of the Lenox Club in 3m. 9½s. The second event, a mile dash for novices, was taken by C. H. Chickering riding an 80 pound Star in 3.20, with B. G. Sanford of the Ixions, N. Y., on a regulation, second, in 3.24. The third event, a two-mile handicap, was entered by V. C. Place, scratch; E. A. Thompson, 100 yards; and W. H. Austin, 185 yards. Austin led in the first mile, but was overtaken by Place who closed the two miles in 6.50. The fourth event was a five-mile handicap, entered by Place, scratch; Thompson, 250 yards; Joseph Dyson, 400 yards; J. G. Burch, 400 yards; Oscar Kline, 450 yards; C. G. Wilson, 450 yards. Place gradually passed his competitors, completing the five miles in 16.58½. Place's time by

miles: 3.07½, 6.27½, 9.58, 13.30, 16.58½. The half-mile League race was entered by Messrs. Place, Dyson and W. W. Cole, the former winning in 1.30 with Cole second, 1.33½. The final event was a consolation race for beaten men, and was won by B. G. Sanford of the Ixions in 3.31. Between the heats were displays of fancy riding. Burt Pressey went through a series of remarkable acrobatic feats on his machine, a Star. After exhibiting two or three dozen different ways of riding backwards, forwards, sideways, and on one wheel he dropped his handkerchief, rode away about fifty yards, turned and, coming back at full speed, jumped off his machine, which he let go, picked up the handkerchief, ran after the bicycle and vaulted back into the saddle. Rex Smith, C. Fred Cope and Edwin Dubois, the latter a fourteen-year-old boy, also gave some remarkable exhibitions. The races were completed without an accident. The judges were E. W. Pope, Massachusetts Bicycle Club; F. W. Weston, Boston Bicycle Club; H. B. Hart, Philadelphia Bicycle Club, and W. E. Montelius, Rep. L. A. W. Timers, Fred. Jenkins, Manhattan Bicycle Club; F. S. Harris, Germantown Bicycle Club; Col. Geo. P. Eldredge, Dr. H. P. Lobb and E. B. Fox, Philadelphia Bicycle Club. Referee, H. C. Barrett. Scorers, W. Norman, S. Delbert, Jr., T. H. Wright. Clerks of course, Daniel Lees, Chas. G. Wright, Jo. Pennell. Starter, G. D. Gideon. The prizes were gold and silver medals. About 3,000 people witnessed the sports.

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.]

The L. A. W. — Reorganization Needed.

MANY complaints are made, and justly, that the L. A. W. does not confer benefits upon wheelmen proportionate to the cost of its support. To most wheelmen it is a distant organization; its working parts and its beneficial powers are located far off; there are few immediate interests which it touches; the occasions in which its aid is most expected — to defend the legal rights of wheelmen — are few, and in some States wheelmen have all their legal rights freely accorded; while those things which the League might do, in return for the fees exacted, such as procuring information about the condition of all roads in every county where there is a club, and preparing route maps for tourists and club men, also taking immediate supervision and direction of fair exhibitions, club and other races, and preserving accurate records, easy of access and examination, to decide the status of riders as to their amateurship, are duties neglected and not performed. The majority of wheelmen, it is too true, receive absolutely no

tangible and immediate benefit from League membership as a return for their money. If they were to travel, tour, or become involved in a struggle for some legal right denied, then perhaps they would receive direct and important benefit from their League membership. But the great majority do *not* travel, tour, or become involved in legal difficulties. There are intangible benefits, such as the assurance of companionship, the promotion of bicycling, a great annual meet and parade which disseminate through those who attend a knowledge of the best machines, the latest improvements, the neatest and best uniforms, the style of the finest riders, etc. I am a firm believer in the great usefulness of the League, and the great importance of not only sustaining, but greatly improving and strengthening it. Still, I recognize the justice of the many complaints made against it.

Why is the League subjected to these complaints? Why does it not fully meet the expectations of its members? Is it because the League officers are negligent of their duties, or indifferent to the expectations of their constituents? If so, then all that is necessary to give the League energetic and useful life is the election of a new set of officers. But no thoughtful League member can possibly expect any great improvement from a change of officers. The League has had, perhaps, the very best officers which could be selected: men who have given their best energies, thoughts, and much labor to the interests of the organization. Its present officers are their worthy successors. It cannot be expected that we shall do much better in selecting officers than we have done.

I believe that the weakness and the failure are inherent in the organization. We have a machine wholly inadequate to perform, or even to attempt, the great work spread over a field so vast as to include a whole continent. The power of the organization is too far away from its work. Its machinery could very well operate over a territory no larger than a single State; but it is infinitely too feeble for a vast continent.

I believe that the only adequate remedy must be sought in a thorough reorganization; a complete revolution in organization and methods. I would take our political institutions largely for a model. In outline I would suggest this:—

That the League be made a national representative body; an elective body, like Congress, with its members chosen from the several States and provinces for stated terms, in proportion to the number of wheelmen in each State; that the duties of the League be all national; that its members (representatives) elect their own officers as at present; that its initials remain, as at present, L. A. W.

That each State or province organize a division; that this division have control within its State, under the higher authority of the L. A. W.; that the division be expected to exercise jurisdic-

tion, under the L. A. W. rules, over all races, exhibitions, and meets within its territory; to keep records of all its riders and periodically report to the L. A. W.; collect road and route statistics; prepare State maps, etc.; and perform such other duties as may be necessary within its jurisdiction.

That, under the sanction and authority of a State division, congressional districts, or other convenient territorial divisions, may organize bands, composed of the clubs and unattached members therein, exercising such delegated powers as may be conferred by the division.

That cities and counties, as at present, be organized into clubs, with their present powers.

An article in the BICYCLING WORLD is necessarily too brief to allow of sketching a constitution for such reorganization. Besides, if my ideas should be adopted, I should prefer to leave that work to a well-organized committee of the L. A. W. I can only briefly point to some of the advantages of this system.

The League would remain the L. A. W., with its badges and its power, the latter practically greatly increased by being greatly simplified. Its officers could then readily discharge all the duties expected of them, and infuse new life and energy downward through all the subordinate organizations.

The divisions would be named by States and provinces, and would appear at the national meets each by itself, with its own officers, bands, and clubs. The divisions would be near enough to each club to attend promptly to its interests, and furnish it with some adequate return for its money. The divisions would, through the bands and clubs, rapidly obtain information about the roads in each county, and prepare State maps and routes. Inasmuch as any legal questions touching the rights of wheelmen always arise under State or municipal law, a State organization (the division) is on the spot, knows the law and circumstances of the case, is most interested therein, and can deal with it with a promptness and thoroughness impossible with the L. A. W. The L. A. W. can, however, deal best with any patent-right, tariff, or other case under national law.

The officers of bands and clubs will be acquainted with, near to, and in full unison with, their State divisions. Even the election of division officers will excite the ambition and the interest of all members in the State much more nearly than the choice of officers of the national League. State divisions will largely vie with each other, and bands and clubs with each other also, when thus organized, in the active performance of their duties, and in seeing which can maintain the best and strongest organizations.

Under this system the club will be the unit of organization; thus preserving, if not increasing its importance. State and local pride will be aroused to healthful emulation; the number of honorable positions as officers will be in-

creased and brought nearer to the individual members, thus awakening their just ambition. Races will have a more immediate supervision. There will be division, band, and club championships. Some of the present jealousies which disturb the League will disappear. The cost need not be increased to members; the advantages may be greatly multiplied. PRESIDENT BATES.

The Amateur Question.

Editor Bicycling World:—Readers of your Currente Calamo this week are liable to form a wrong estimate of the influence of the Pope Manufacturing Company at the last meeting of L. A. W. officers. If the same readers should omit to follow attentively the long stenographic report in your next issue, they would very likely be misled into thinking first, that a bicycle club, presumably in Boston, is run by the Pope Manufacturing Company, and second, that said club was over-strongly represented at the recent meeting. Of course the Massachusetts Bicycle Club is referred to, but I fail to discover sufficient grounds to base either assumption upon in their case. I do not find among the club officers any person connected with that firm, partner or employee. A history of that club would no doubt reveal the fact that the Messrs. Pope were largely instrumental in its formation. The same gentlemen are probably still numbered with the club, but it is hard to see how they could well succeed in dictating to a membership of sixty intelligent men even if they desired to.* But how much influence did the *Massachusetts Club* wield in making a change in the amateur rules? I find that four members were present at the meeting. It is not known whether all voted for the amendment or not. The WORLD states that one at least opposed it in debate. Now, in the name of fairness, pay the officers of the League present in your city last Friday the modest tribute of being competent to own an opinion! You would not like to assume that these gentlemen took the trouble to leave their business engagements at home for the purpose of helping out the Pope Manufacturing Company or their corps of instructors who may wish to be recognized amateur wheelmen.† If it seems too much to expect of them to be governed by the merits of the question and by considerations of League advantage, why not let them down easy by drawing a natural inference such as this? Suppose each officer to have in mind a list of worthy acquaintances engaged in the illegitimate pursuit of selling bicycles and

*The great majority of a club of "sixty intelligent men" is apt to be too indifferent or too indolent to use its intelligence in many matters while one active, earnest and wide-awake man is generally a host in himself and captures the majority through its non-interest or laziness.—EDITOR.

†We believe that Mr. Parsons's personal popularity, combined with his active earnestness, and that Mr. C. E. Pratt's "silvery tongue" and plausible presentation of an absurd and wholly untenable interpretation of the amateur rule, did influence the fifteen intelligent officers who voted to change it.—EDITOR.

giving lessons to purchasers in the art of mounting their wheels and cockscrewing them around a fifteen by twenty floor. Obviously the selling and the teaching cannot be disconnected in these cases. For a bicycle customer expects to learn how to use his machine as much as the purchaser of a sewing machine does before he pays for it.† I need not occupy your space to dwell upon the high claims of these pioneers of our sport to the grateful remembrance of American wheelmen. Many of us have acknowledged to ourselves that when the amateur rule shall be strictly enforced the defection from the ranks of the League would be startling. The exodus would include not a few entire clubs, whose most valued fellow members were thus tabooed. As the rule has *not* been enforced, its chief value to the L. A. W. has been to preserve certain desirable relations with other similar associations. It remains to be seen how far the change will work to our disadvantage in the matter of races. Perhaps after a time the L. A. W. can better afford the experiment of shutting out its best workers. In the meantime we can safely admit such members as are not more objectionable than numerous "teachers" now in the fold, and rest assured that such teachers as are *properly* ineligible to membership, will be easily recognized by the special disqualifications named in the amended rule.

OFFICER.

WORCESTER, 28 October, 1882.

Haverhill.

Editor Bicycling World:—I wrote you a few weeks since *in re* cradle springs, and stated that as they were warranted, even if they did break, they could be replaced without extra cost. I found, on trial, that it was a rash statement, as the dealer of whom I bought would not make good my broken spring, as he had no warrant from Harrington. Another firm did not warrant the article or make good any breakage, yet they have replaced my Lawrence friend's spring *three* times—no cost to him except express charges. Still another firm wrote me, saying: "By their advice Harrington now makes the forward coil stouter"; as that is generally where the breakage occurs, and this improved "cradle" they warrant. So, brothers of the wheel, in buying that spring be sure and get your warrant, or you'll regret it.

I am now using the Premier spring, and like it much; find it fully as comfortable and much steadier on bad roads. The only fault is, that it takes you farther from your pedals; and to those who wish big wheels this is a serious point.

The League of Essex County Wheelmen held its last meet of the season at Beverly, 13 October, and made a grand

success of it. To be sure, this is only one of those small county affairs that don't amount to much,—so say the enthusiastic L. A. W. men (if there are any). But it is surprising how this little affair has waked up the bicyclers of Essex this season. Wheelmen from Salem, Marblehead and Beverly, report a very decided change for the better in club matters. Lynn was a little slow, but is coming out all right, so are most of the other towns in the county, excepting Haverhill. We're a queer lot here. Sandpapered roads might enthrall us into unanimity; but, alas, sand *without* the paper is all we have at present, excepting hills,—I almost forgot them, but we *do* have hills and some loose rocks.

Lawrence Bicycle Club again to the front with the best club long-distance record for twenty-four hours, 169 miles. How high is that ye men of the Boston and Massachusetts Club? And not only that, but they are to have a first-class "shindy" on the eve of 8 November. I've a friend at court, so am anticipating the highest kind of a time.

Our L. A. W. consul here can report better luck than his Missouri brother. He had a suit entered against him for spilled milk, damages \$500. Wrote V. P. Parsons about it, asking for information, in a short time received it, with Mr. Parsons's opinion—not officially—that the L. A. W. would help him if he saw fit to apply. The case hangs fire, but may come up in the March term of court; if it does, our consul means to apply to the League for its benefits and protection. By the way, does friend Senseney keep a file of the *WORLD*? If so, that would give him information and decisions on bicyclers *v.* park commissioners, and the whole tribe of stupid, timid, and ignorant drivers of horses.

"869."

HAVERHILL, 28 October, 1882.

Chicago Notes.

PERHAPS no more brilliant bicycling event ever occurred in the West than that of the races held under the auspices of the Pullman Athletic Association on the 21st inst. The splendid grounds of the association, covering the little island in Lake Calumet, were crowded with a fine audience, to witness a four hours' programme of athletic games, such as rowing, pedestrianism, and feats of strength and skill. Although the non-bicycling part of the programme was filled by the most expert amateur athletes in the West, yet the two and five mile bicycle races created twice the enthusiasm, and were the attraction of the afternoon. The two-mile race was won by Crawford, of the Hermes Club, with Valentine, of the Chicago Club, second; time, 7.30. The five-mile handicap was won by Philbrick of the Chicago Bicycle Club, with Sturges of the Hermes second; time, 18m. 37s. Thanksgiving-day races are to be given, under the auspices of the League Chicago Wheelmen, at the Exposition building. At a recent

meeting of the League Chicago Wheelmen, it was decided to request State Consul Fairfield to call a general meeting of all the bicyclers in Illinois at Chicago on Thanksgiving Day, and endeavor to merge the League of Chicago Wheelmen into a State League, subordinate to the L. A. W. After business is disposed of the races will come off. Commander Miller is now working the thing up. Mr. L. J. C. Spruance, who has been secretary of the Aerial Club since its organization, has retired from the cares of office, but was not allowed to long remain so, being elected to position of corresponding secretary of the League Chicago Wheelmen. The elegant 56-inch premier of Mr. Charles Kudner, Detroit, is now in possession of Mr. Ernest Mehring, of this city, and is the centre of admiration to lovers of fine bikes. Vulcanite handles may be very large and smooth, but they are also very brittle. Mr. Mehring allowed his handle to strike hard ground recently, and the vulcanite crumbled like so much chalk. A subsequent fall, in which the back wheel struck the ground heavily, broke the axle twice of the rear wheel, Æolus bearing, each side of the hub, as clean as if it had been cut with scissors. A walk-in from the country ensued. A Harvard handle bar will stand an immense amount of bending. Mr. Philbrick fell, in the Pullman races, and bent the handle bar of his new 61-inch Harvard flat against the fork, and yet it was straightened out all right without dent. We noticed a Harvard axle, in Mr. Jeffery's repair shop the other day for plating, that was made of iron, and yet it was straight and true. The Harvard is generally a good machine, but in some instances is put together carelessly—at least we have seen some cases where it was. It was decidedly in bad favor in Chicago until Mr. Conkling became connected with the sale of it, when it has become reasonably popular. The Yale is growing in favor greatly. Mr. Conkling's 61-inch Yale, that he has ridden all summer, more or less, stands the trial first rate, and there is, perhaps, no rider in the country so hard on a bicycle as he. As to the durability of this bicycle we have no doubt. The spokes are inclined to break quicker than the direct style, and there is considerable objection to the way they are looped through the hub and painted black, on the score of appearance only, the effect not being so neat as the direct way. Mr. Fairfield is inclined to think the rear wheel of the Yale is too liable to get out of true on account of the oval section backbone. Mr. Conkling's 61-inch is perfectly true, and so is the rear wheel of Mr. Valentine's 51-inch Yale, that has been used over rough roads for six months. The extraordinary lightness of this bicycle, combined with maximum rigidity, is its chief attraction, and possessing durability and a small back-wheel, is very popular in Chicago. To those who would criticize our preference on the latter point, we would say that it is the

† These points were all presented when the rule was adopted and the whole subject in all its bearings fully discussed and the rule as then interpreted, understandingly accepted, and although by specious reasoning at the late meeting it was made to appear as a hair-suspended sword to bicycle agents, "as such" not one of them could ever be professionalized under it. — EDITOR.

decided opinion of, we might say, every bicyclist in Chicago that the small back wheel is the best, by all odds; that the 18-inch wheel of the Columbia, Harvard, and Challenges is too large; that, without entering into the mechanical reasons therefor, it is the positive conviction generally that the big wheel is ungainly and unsteady; that the 17-inch size certainly has all the practical advantages of the 18-inch wheel any way, and has, in addition, a very trim appearance. The writer, after four seasons' experience, in which he has ridden successively a 46-inch Ariel with 20-inch back wheel, 50-inch Columbia with 18-inch rear wheel, and now a 54-inch D. H. F. Premier with 17-inch trailer, would, if he were to buy a new machine to-day, stipulate that a 16-inch rear wheel be attached thereto, for use on Chicago's velvet-smooth pavements and tortuous car tracks.

STENO.

Lawrence to the Front.

THE LONG-DISTANCE RECORD AGAIN BROKEN. — ONE HUNDRED AND SIXTY-NINE AND A QUARTER MILES IN 23H. 18M. — Capt. Webb of the Lawrence (Mass.) Bicycle Club, called a long-distance run for Friday, 27 October. Only three club men responded to the call, although half a dozen more wanted to go bad, but were unable to at this time; they are waiting for the next. The three members of the Lawrence Club, Capt. T. S. Webb, Messrs. D. B. Smith, and Natt. M. Cogswell, put up at Young's Hotel, Thursday night, expecting to get a few hours' rest and an early start Friday morning. But, alas! "man proposes," but "—." The noise of the city was too much for our *country* boys, and not a wink of sleep was obtained to prepare them for their long journey on the morrow. The party mounted, Webb on a 52-inch wheel, Smith a 54-inch, and Cogswell a 52-inch, started from Young's Hotel at 12.27 A. M., and wheeled *via* Brighton, the Newtons, Lower Falls, Wellesley and Natick, to South Framingham, twenty-one and a quarter miles; South Framingham to Public Garden, Boston, over the same road, twenty-one miles; Public Garden to South Framingham; again over same road, and return to Cottage Farms, forty miles; Cottage Farms to Gloucester *via* Cambridge, North Cambridge, Somerville, Melford, Malden, Saugus, East Saugus, Lynn, Swampscott, Salem and Beverly Farms, thirty-nine miles; Gloucester to Lynn *via* Beverly Farms Salem and Swampscott, twenty-two miles; Lynn Common to Everett Station and return, eleven miles; Lynn Common to Malden *via* East Saugus, Saugus and Melrose, ten miles; Union Square, Malden to Young's Hotel, Boston, *via* Everett, Somerville and Charlestown, five miles; arriving at the hotel at 11.45 P. M. Breakfast was obtained at South Framingham; on the second visit, dinner at the Essex House, Salem, on the way to

Gloucester, and supper at the same place on the return. Total distance, one hundred and sixty-nine miles; running time, 17h. 15m; rests, 6h. 3m; actual time, 23h. 18m.; average riding time per hour, 9.81 miles. This run was made without any training or previous preparation whatever. The boys returned in excellent condition and attended to their usual vocations both on the day before and after it was made. This, I think, is the longest American club run yet recorded.

M. D. C.

LAWRENCE, MASS., 28 October, 1882.

Portsmouth.

THE Rockingham Bicycle Club of this city had a very enjoyable run on Wednesday evening, 25 October. At the invitation of Capt. Hazlett, to celebrate the completion of his 10,000 miles, nine members of the club met at headquarters at 5 P. M., and started for the Dover Point House, about six miles away, on the road to Dover.

After a ride of forty-five minutes against a strong head wind, but over fine roads, abounding in beautiful views, we arrived at the hotel. Among the fine views on this road, one especially worthy of mention is that from Prospect Hill, from which can be seen the Isles of Shoals; eight miles out to sea beyond Portsmouth, the swift and beautiful Piscataqua River, with several villages along its banks and among the hills; the observatory on Garrison Hill, Dover; and in clear weather, the White Mountains.

While waiting the arrival of the invited guests, we employed ourselves playing cards in the parlor, "dancing in the barn," or enjoying the beautiful river view by moonlight. On arrival of the expected guests all adjourned to the supper table. We were fourteen in all — eleven Rockinghams and three Dovers. After supper the musical members gave an agreeable entertainment, and all joined heartily in the songs.

At ten o'clock the assembly was sound, and the start for home made at 10.10, where we arrived after a forty minutes run in the moonlight, which was almost as bright as day.

The run was made without accident, except the breaking of the head of the bugler's machine. Our young member, on his 40-inch wheel, accompanied us the whole trip.

It was voted the most enjoyable and successful run of the season, and the thanks of the club are due to our energetic captain for the many courtesies extended.

SEC.

Philadelphia Meet, 26 October.

IF Mr. Penn had continued his existence until the present he would have been a wheelman. Could he have seen nearly five hundred mounted men on as many of the popular two-wheeled vehicles, he could no. have refrained from joining the number. The Philadelphia men are not all Quakers, but they are a hospitable set

of fellows and hard workers to make a man enjoy himself. They did well; better, they covered themselves with glory. The affair, from the mount to the finish, was a signal success, and positively established the Quaker hospitality of our brother wheelmen. Joe Pennell and Gideon, Hart and Lewis of the Philadelphias, and the entire committee were alert to please the visitors, and their labors were made the more arduous by the excitement attending the city's celebration. The rendezvous at the Park afforded an opportunity for the exchange of greetings among the wheelmen, which was taken advantage of prior to the run. Shortly before eleven o'clock the bugle call was given to mount, and four hundred and eighty-three wheelmen rolled away over sand-papery paths, winding among the trees, over picturesque driveways, and now and then approaching the edge of the Schuylkill, which was swiftly flowing by. The scene was grand, and the opportunities which nature had furnished to make up a picture were completed with the animation of five hundred glittering wheels silently moving along in the sunlight. It was a novel sight. They would disappear behind a wooded glen and seem lost, only to emerge in the distance crossing rustic bridges. The run covered ten miles, and extended up one side of the river, crossing at the Falls, and down the West side to the Belmont mansion, after a leisure jaunt of about an hour. The following clubs participated: —

Capital Club, Washington, D. C., Capt Fowler, 28 men; Maryland Club, Baltimore, Capt. Trego, 22 men; Germantown Club, Capt. Wilson, 43 men; Philadelphia Club, Lieut. Fox, 22 men; Marietta Club, Marietta, Pa., Capt. Spangler, 12 men; Binghamton (N. Y.) Club, Capt. Clark, 3 men; Mt. Vernon (N. Y.) Club, Capt. Davis, 2 men; Manhattan (N. Y.) Club, Capt. Jenkins, 4 men; Albany Club, Capt. Burch, 4 men; Pennsylvania Club, Philadelphia, 16 men; Lehigh University Club, Capt. Packard, 4 men; Reading Club, 3 men; Haverford College Club, Capt. Bailey, 8 men; New York City Club, Capt. Conkling, 4 men; Connecticut Club, Hartford, Capt. Lawrence, 4 men; West Chester Club, Capt. Darlington, 3 men; Star Club, Smithville (N. J.) Capt. Hall, 35 men; Quaker City Club, Philadelphia, 30 men; Susquehanna (Pa.) Club, Capt. Hayward, 2 men; Citizens' Club, New York City, Capt. Beckwith, 2 men; Ixion Club, New York City, Capt. Egan, 5 men; Lennox Club, New York City, 2 men; Brooklyn Club, 1 man; Chelsea Club (Mass.), 1 man; Boston Club, Capt. Weston, 3 men; Kings County Wheelmen, Brooklyn, Capt. Fisk, 12 men; Massachusetts Club, Boston, 4 men; New Orleans Club, Capt. Hill, 2 men; unattached and from various clubs, under command of Capt. Ferguson of the Philadelphia Club.

The dinner was found ready, was entirely informal in character, and was served in excellent shape. During the

repass, the Boston men arrived, and on their entrance to the dining hall were greeted with a round of applause. President Pratt of the Bostons wittily responded, explaining their delay.

In the evening about one hundred riders, with nearly every lamp alight, rode to Bryn Mawr over a splendid road of eight miles, making a grand and novel sight to those who had the good fortune to see them pass.

TRICYCLING

Tricycling in New Haven.

THE tricyclists of New Haven had a good turnout on 23 October. They rode through the principal streets of the city, and finished on Howard avenue, after two hours of keen enjoyment. There was an immense crowd of spectators to witness the run, and some very fine riding was exhibited, thirteen machines being in line, including the American Roadster, the Ladies' Sociable, the Ladies' Single Victoria, and the Youth's Machine, for boys and girls. The roads were in splendid condition, with the exception of Crown street, where there was considerable mud, making it rather slow for the ladies; but all difficulties were conquered and the ride was accomplished with apparent ease.

The ladies here are getting very much interested in tricycling, and we hope that not very far in the future there will be hundreds of our sex riding on the streets of New Haven. Three of the roadsters had quite an exciting race on the avenue, and it is surprising what speed the machine showed. LADY TRICYCLIST.

THE EASE OF TRICYCLING. — There is an idea, by those who do not ride the tricycle, that the work of it is exceedingly fatiguing, and those who are seen riding receive often from the lookers-on anything but complimentary observations, with proffers of assistance as singular as they are uninviting. In point of fact, however, nothing is so easy as the work, when the art of working is mastered. It is easier than walking, it is easier than riding on horseback on the easiest horse that can be ridden. The peculiarity of the process of riding on the tricycle is such, indeed, that when once the art is obtained, much can be done, not only without fatigue, but with a sense of lightness and of relief from weariness, bodily and mental, which is positively refreshing. I can ride forty miles on the tricycle, experiencing, I can safely say, less fatigue than from walking ten, or from riding on horseback twenty, although I am a practised hand in both the last-named exercises all my life through, while I am a comparatively a novice on the tricycle. — *Dr. B. W. Richardson in the Cyclist.*

THE PACE OF TRICYCLING. — To those who consider that the tricycle is so much inferior on a journey to a bicycle, the following account of a run by Mr.

C. H. Larrette, of *Bell's Life*, may be interesting: The day after the late sports he left Spalding at 6.30 P. M., reached Peterborough at 8.45., and left at 9.05; breakfasted at Norman's Cross at 9.35, and resumed his journey at 10.45. Buckden was reached for lunch at 12.20 noon; time of stoppage, fifteen minutes. The next halt was one of thirty-five minutes at Biggleswade, and he "T'd" at Hitchin at 4.20, the operation taking an hour and a half. The only rests on the return journey were ten minutes at Digswell and twenty minutes at Barnet, and the Marble Arch was reached at 10.30 P. M. Total time, 16 hours; rests, 4h. 55m.; riding time, 11h. 5m., or an average of nine miles per hour. From Peterborough to Hitchin the pace was rather over ten miles an hour, a six-mile stretch being done under the half-hour, and one mile of this distance in 4m. 10s. Mr. Larrette was quite fresh when he finished his one hundred miles' ride. To those who do not know him, it may be interesting to mention that he has practically little or no power in his left arm. — *Cyclist.*

A CORRESPONDENT sends us the following tested and simple dodge for wheeling any ratchet-steering tricycle up-hill: "Make a piece of string fast to the fore part of the handle, taking a turn over the top to prevent it slipping; then pass it round under the fingers of the left hand, placed on the after part of the saddle or seat. Draw it tight, and make the other end fast to the after end of the steering handle in the same manner as before; it then forms a bridle, and an inch pull either way by the fore or little finger is sufficient to steer the machine. — *Tricyclist.*

NEXT year, Mr. A. Nixon of the London Tricycle Club, intends to ride a tricycle from Paris to Venice. Bicyclers have already nearly accomplished the passage of the Alps this season, the late season and snow storms alone having balked them.

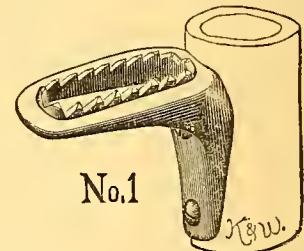
PHYSICS. — "Of course," continued Brown, "the tricycle is much easier to ride than the bicycle." "Oh, pa!" exclaimed the elder Miss Brown, "it must be much more difficult to keep three wheels upright than two." As Miss Brown has been to a finishing school, where they thoroughly exhausted natural philosophy, the young lady is undoubtedly correct. — *Exchange.*

SUING A BICYCLE RIDER. — On Wednesday of last week, a case was tried before Judge Charles H. Borden at Red Bank, N. J., which is of interest to bicycle riders. A farmer named Thomas Hines sued Henry Campbell, of the First National Bank, for frightening his (Hines's) team and causing them to run away and wreck the carriage. According to the evidence Miss Mary Hines was driving to her father's house, at Tinton Falls, when she met Campbell on a bicycle. The team became frightened, and when Campbell blew his whistle of alarm

Miss Hines lost all control over the animals, and they ran away, smashing the carriage and breaking the harness. Campbell refused to make good the loss, and Hines brought suit to recover damages. Counsellor Charles H. Trafford represented the plaintiff, and claimed that, according to New Jersey law, bicycle riders used the public highways at their peril, and were responsible for all damages arising from animals being scared at the sight of the machines. The defendant was represented by his brother, Corporation Counsel W. H. Campbell of Long Branch. He held that bicycles were recognized vehicles of travel, and that animals being frightened at them were accidents for which there was no redress. Judge Borden reserved his decision until Saturday, when he gave a verdict of \$25 damages for Hines. The case will in all probability be carried to the Supreme Court as a test case. — *Orange (N. J.) Journal, 20 October.*

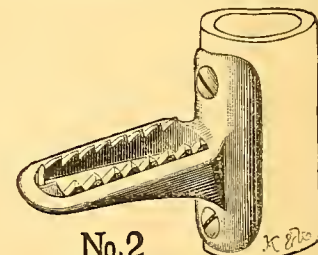
The "Harwood Safety Bicycle Step."

WE have before taken occasion to speak of this excellent and neat-looking step, and the inventor, Dr. G. F. Har-



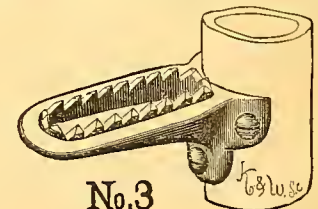
No. 1

wood of Worcester, has now furnished us with cuts of three different patterns for fitting to several of the bicycles most in use in America, No. 1 being for the



No. 2

Standard and Harvard, No. 2 for the Expert and Challenge, and No. 3 for the old pattern Harvard. The steps may be



No. 3

obtained of the Cunningham Company, Boston, and of Hill & Tolman, Worcester.

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.

STAR WHEEL CLUB.—Frank B. Parshley, president; Elbridge H. Corson, captain; Geo. L. Hayes, secretary and treasurer; Geo. G. Varney, — all of East Rochester, N. H.

HERMES BI. CLUB.—Additional: J. Heyworth, 1259 Michigan avenue; Frank Eldredge, 2236 Michigan avenue; L. Harvey, 1702 Prairie avenue, — all of Chicago, Ill.

BOSTON RAMBLERS.—Additional: H. B. Smith, Ocean Spray; E. G. Whitney, 106 Dartmouth street; Ed. Sutor, Channey Hall.

UNATTACHED.—J. A. Stern, Ripley, Ohio; C. M. Beers, Hyde Park, Ill.; Charles H. Hayden, 149 Congress street; Edward H. Barnard, 57 Tremont street, — both of Boston, Mass.; W. N. Knapp, Middletown, N. Y.; Crawford Mason, 214 and 216 East 34th street, New York, N. Y.

In list of applicants from Nashua Wheel Club, 27 October, "Thomas E. McAfee" should be Thomas E. McAfee.

Resignation.

Mr. W. H. MILLER, President L. A. W.:

Dear Sir,—In view of the action of the board of officers in overruling and condemning the decision of the membership committee, a report of which has just reached me through the columns of the BICYCLING WORLD, I hereby resign my position as chairman and member of that committee; the resignation to take effect immediately. Very truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

From the Corresponding Secretary.

Mr. W. H. MILLER, President L. A. W.:

Dear Sir,—As I have had no official report of the reception of my resignation as corresponding secretary of the League, I must again bring it to your notice and request that it be immediately accepted.

I am no longer in accord with the work of the League since its officers have seen fit to abolish the most important rule governing the eligibility of wheelmen to its membership, — a rule that was absolutely essential to keep its ranks free from the taint of professionalism and on a par with the B. T. C. and N. A. A. A. You may claim that the L. A. W. is strong enough to stand alone without any regard for its kindred associations; but my experience tells me that this cannot be. Any L. A. W. certificate of membership is no longer a guarantee of anything more than that its holder is able to pay \$1.00 per annum; and the League racing men will have to

seek other credentials of their amateurship to enable them to compete in any one of the many races given by the National Association and its associate clubs. In fact, if I were a racing man, my connection with the League would at once be severed as doing me, under the present rule, far more harm than good.

I have done a great deal of hard work for the League since the first meeting of wheelmen at Newport, and have tried to identify myself with what I considered its best interests since its birth; but now that this new spirit of progress (?) has sprung up and taken possession of its officers, I feel it incumbent upon me to step down and out, and allow some of the new life to take the place of the old fogyism of the corresponding secretary's office. Yours truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

An Open Letter to the Members of the League of American Wheelmen.

Gentlemen:—As the readers of the BICYCLING WORLD well know, there has existed since last spring—and occasioned by the publication in the columns of the WORLD of a letter criticising the business methods of American manufacturers and importers of bicycles—a bitter feeling of hostility between the Pope Manufacturing Company and the publishers of the BICYCLING WORLD; in which feeling, however, the editor of the WORLD does not share and to whom it has been constantly a source of regret. His enthusiasm for and devotion to the cause of bicycling have made the task of editing a wheel paper an agreeable one, and although the position is far from being remunerative, he loves it, and is naturally jealous of his journal's reputation as a fair and impartial record and exponent of bicycling and its interests; and he is, moreover, jealous of its prerogatives, one of which is its integrity as the organ of the League of American Wheelmen.

According to Rule 37 of the League, "The board of officers shall be required through the corresponding secretary to publish from time to time in the official organ of the League, any and all action taken by them, whether as a board or committee, or as officials."

Just previous to the recent meeting of the board of officers, Vice President Parsons visited the office of the BICYCLING WORLD with a proposition that that paper share with the League the expense of a stenographic report of the proceedings—although it might be desirable to know who authorized him to do so. The proposition was declined, and for the following reasons: The BICYCLING WORLD had voluntarily borne the entire expense of stenographic reports of the first two or three meetings, and by arrangement with the corresponding secretary shared half the expense of the stenographer at the fall meeting of 1881. On the occasion of the officers' meeting in New York last spring the WORLD declined to pay any portion of the expense of a stenographer, the editor feeling that the financial condition of the League rendered it no longer necessary that it should be assisted in so small a matter, the whole cost being but \$20. The League furnished a stenographer for the annual Meet in Chicago, but the BICYCLING WORLD printed the report in full,

and sent a copy to every member of the League in the world whose address was furnished by the corresponding secretary. gratuitously, this extra expense amounting to about \$70, notwithstanding which, because it now declines to pay from seven to ten dollars for it, priority of publication is given another paper.

At the last officers' meeting, on motion of Mr. Parsons, it was voted that a stenographer be engaged and that a copy of the report of the proceedings be furnished any publisher willing to share the expense. On the following morning (Saturday, 21 October), the editor of the WORLD saw Mr. Parsons, and asked him when the report would be ready for publication, and Mr. Parsons said that the stenographer had promised to have it ready on Tuesday of the next week. He intimated, however, that as the WORLD had declined to pay for a copy, the officers had not designed furnishing it with one, to which, of course, the editor demurred, as being unjust to both it and the League, whereat Mr. Parsons said he would consider it. As the editor knew from previous experience that it was very likely to be in his hands later rather than earlier than that date, and as his paper must be all made up by Tuesday evening in order to have it out at the usual time, he wisely prepared a synopsis of the business proceedings from his own notes, and announced that the verbatim report would appear in the next issue. Subsequently the editor, by mail, directed Mr. Parsons's attention to Rule 37, which gives the officers no option in the matter, and on Monday a response was received from Mr. Parsons, stating that it was decided to let the WORLD have a copy "free of charge." On Tuesday, Mr. Parsons visited the WORLD office and informed the editor that a New York paper which had agreed to share the expense had telegraphed that it must be in hand Monday, and that he had directed the stenographer to prepare copies at once, and that the latter *not having time* to complete two copies, had sent the original transcript of his notes to the New York publisher! Up to the present time the WORLD has received no copy, and Corresponding Secretary Putnam writes that the only account of the proceedings he has seen was that in the WORLD of last week. The paper, however, whose publisher agreed to "share the expense," has just come to hand, and it contains a partial but noticeably incorrect verbatim (?) report of the meeting, and congratulates itself and its readers on its "enterprise"—whereas, in view of the facts, it would seem that the only real enterprise in the whole affair has been exhibited by Vice-President Parsons in his efforts to not get it published in the League's official organ.

So much for the facts. Now for the *animus*. You may wonder what the manufacturing company mentioned in the beginning of this letter has to do with the matter. You shall see. Neither from a business point of view nor from the standpoint of

human nature does the editor of the *WORLD* blame the Company's president for his hostility to the paper, but that the League may not unwittingly be made a catspaw of, it may be profitable to recall one or two events which followed the unpleasantness referred to. First, through the skillful manipulation of the club to which the president, secretary, and quite a number of the Company's employees belonged, the company led a strong delegation of that club (one of the oldest and most respected in the country) to Chicago to defeat Capt. Hodges, and which they succeeded in doing by a method anything but creditable to their club, and which put it to open rupture with another club, older and equally respected. This latter rupture had its effects, the manipulators of the former club again making a special and successful effort to defeat Capt. Hodges in the recent State election, and gaining for the Company a large control of the League in the State as well as in the national organization. Between Mr. Parsons and the editor of the *WORLD* the pleasantest relations have hitherto always obtained, and the latter in his criticisms has endeavored to deal gently with even what he considered the vice-president's manifest errors, and has ever refrained from referring to him but in the most friendly terms; but Mr. Parsons's hostility to Mr. Hodges seems now to have become directed to the *WORLD*, and when his paper is touched the editor is touched.

It is natural that the Company should desire to advance those publications which are in its pay and devoted to its interests; therefore it is not surprising that it should wish to have the official organship transferred to its New York publication (one more meeting of the present board of officers in Boston would doubtless accomplish it), and it is not probable that the publisher of the *WORLD* would make any strong effort to retain the expensive prestige possibly derived from it; but the editor most decidedly objects to the insidious and underhand method in which the attempt is made. It was on motion of Mr. Parsons that copies of the reported proceedings at the meeting be sold, and probably by prearrangement with the New York paper; and it was on motion of Mr. Parsons that copies of applications for membership to the League be furnished that paper; but those motions were fairly put and carried by the board of officers and on the surface were not objectionable.

Now possibly the board of officers had a legal right to sell copies of the report of the proceedings to other publishers, but it had no right to sell or give a priority of publication to any paper other than the official organ; and in withholding its publication in the official organ it is having the matter in charge have committed a grave misdemeanor, in that they have deliberately violated a rule of the League and failed to inform its members through the proper channel of its official actions.

Furthermore, the editor of the *BICYCLING WORLD* believes that this misdemeanor, if permitted to pass unnoticed, would have had the effect of injuring the official organ by discrediting it with the members of the League, and he therefore desires to here enter his personal protest against the action of the member or members of the board of officers who had charge of the publication of its proceedings. Fraternally,

WILLIAM E. GILMAN,
Editor Bicycling World.

[Since writing the above, a copy of the partial report of the officers' meeting as published in the *Wheel*, but revised in Mr. Parsons's handwriting, has been received. As it would delay the issue of the *WORLD* this week to now reprint this incomplete report, its publication will be deferred until next week, when it is hoped the full record will be in hand (as it should be already) and given in one issue. — EDITOR.]

Cycling Mems.

"ROUND and round the little ball goes; where it will stop nobody knows. The more you put down the less you take up.' How much these remarks, so often heard at country and church fairs, are applicable to that association of three-miles, is not for me to say, and yet the analogy is perfect, for it is certainly true that the benefits are very slight, and we pay our dollar but do not have our choice." So saith the c. c. of last week's mems.

"Now, look here, 'London W.' you might tell a beautiful story with a moral of how lawyers often have two opinions, one to coincide with the dictates of their own conscience, and another to correspond with clients' wishes.

"YOU might even go so far as to name one in particular who expresses openly his opinion as a man to his friends, and another for the shekels of his client."

WELL, so I might, but it won't do, my dear c. c. It won't do for "London W." to criticise; he appears in the role of "a snapper up of unconsidered trifles," and it would not be becoming to criticise too strongly the actions of members of the League.

I MIGHT tell a tale of woe — of injustice, of a perversion of brief authority, how prejudice and spite ran a race with honor and fairness, and won: but I refrain ere the words fall dripping from my pen; dripping with the gore of crushed and bleeding stalwarts.

BUT then, my dear "London," you could at least write a play, a tragedy, a drama. There is plenty of material. Just see, listen to me; there's the colonel, a glorious man for stage manager, or in fact, heavy tragedian, or door keeper with \$10 admission. Then who would make a better prompter than our own dear Charlie?

No, no, c. c. I am not the one for

this sort of thing. Do it yourself, and let me abide in peace. I want no part in it.

THANK you. "Chic." I never "shake," but I will match pennies with you, although I rather think it is Pit's turn to "set 'em up." Don't you?

PATIENCE and perseverance if kept up long enough will accomplish great things. Is it surprising then that Brother Pitman should have reached the goal he sought, and no longer shines with pristine brightness as a lone star, but appears in the milky way as a nonentity.

HE is happy and "looks happy." To walk the streets of the new Jerusalem, to lift his voice in anthems with the angels would be a small pleasure in comparison with being the winner in a race for a position in three miles.

FOR many long years Willie's "Zoe-trope, or wheel of life." has turned in a distressful and oscillating manner. But that is of the past; it has stopped — taken a header, so to speak, and landed Will among us again.

WELL, we are not sorry to see you admitted at the golden portals to which few apply and all are taken in.

WHATEVER envious Americans may think of Moore, they must admit that his criticism that they pay more attention to getting a bright machine than they do a good one is just.

I FEEL like saying cuss words, and think perhaps I do some times when I see a young man trying to look happy, and think he is having a good time working to shove fifty pounds of steel and rubber along our highways.

"LONDON W." is not so bigoted that just because he is an American he must ride an American machine when he can get a better one from England really as cheap.

Now don't get mad, Charlie, nor you either, Albert, because I know you mean well; but I don't believe you know what a real good bicycle is, from practice, and we don't want theory just now.

UNLESS it is to explain why the Colonel did n't learn arithmetic when he went to school.

YOU know we miss you, Charlie. We remember how steadily and well you used to ride in the good old days, when there was no League, and all was pleasant; and we feel for you. However, we do not blame you for not riding much, as we know your machine is "tremendous heavy." LONDON W.

CURRENT E CALAMO

THE next station is Washington.

PRESIDENT ARTHUR may yet become a bicyclist.

THE bicycle and skating rink in the Mechanics Fair building opened this week.

ON the nineteenth of last month, C. D. Vesey was to attempt on the Crystal Pal-

ace track to beat the one hundred-mile bicycle record.

MR. C. E. PRATT made an excellent photo. group of the League officers, a copy of which has been placed in the Boston Club rooms.

Now is the time for club captains to call runs to Washington, for 29 November. Which will be the first to call? and which will send the largest delegation?

PRESIDENT ARTHUR, GENERAL SHERMAN, the senators and representatives, the foreign ambassadors and legates and all the elite of Washington will personally review the wheelmen on the 29th inst.

THE only legitimate hundred-mile club runs are those officially called by captain, president or other officer in command, and those made by club members at private option, do not count to the credit of their clubs.

THE Lawrence wheelmen are preparing for an exhibition and ball at their city hall, next Wednesday evening, the exercises to include, among other things, fancy riding by Harry Tufts of Attleboro', and a club drill.

THE president of a turnpike company in the vicinity of Louisville has been asinine enough to warn bicyclers off his highway. We trust the Kentucky wheelmen will persist in rolling over or else will shut up his old pike, either of which things they are able to do.

MOONLIGHT runs were in order last week, and according to reports from clubs both local and distant, the order was well filled, the Bostons, the Ramblers, the Massachusetts, the Melroses, the Chelseas, and other clubs in this vicinity being out in good numbers.

THE Harvard College Bicycle Club seems to be waking up to the question of making bicycling and bicycle racing a feature of college athletics, and certainly they could have no more attractive one. The club indulged in a very successful and exciting game of hare and hounds last week.

DEAN rode Burt's Coventry Rotary to Chestnut Hill Reservoir, Saturday, with his club, and had no difficulty in holding his own with the bicyclers, mounting the hills with such apparent ease that a tricycle fever has set in among the boys, and a number have signified intentions to procure them.

IN Brentford, England, recently, a young rough who ran behind and caught hold of a tricycle while being ridden, but did no physical damage to either machine or rider, was fined three shillings and costs for assault on the latter, the judge ruling that the defendant's conduct might have resulted seriously.

THE Philadelphia papers generally pronounce the wheelmen's portion of the bi-centennial one of the most novel and interesting features of the celebration. And this seems to be the impression our great meets create everywhere. And,

wheelmen, look to it that our credit is splendidly sustained at the national capital.

THE Star Wheel Club of East Rochester, N. H., appears to be a live organization. The members all ride Star machines, and the captain, E. H. Corson, has just got a new 54-inch full-nickelled one. Another has just been returned from the makers refitted with a new flat-seated rim and tire, which our correspondent claims is an improvement.

MEMBERS of the League of American Wheelmen should endeavor to use some discrimination in complaining of the institution and lay the blame for any supposed shortcomings on the official management and not on the League itself. The League, we have always maintained, is objectively good and capable of becoming both beneficent and powerful, but in order to become so, prompt and energetic work is necessary on the part of all its officers, from the president down to each consul and representative.

A WRITER in an English contemporary accuses another of using slang in the word "cyclist." We do not consider the use of the word as open to this charge. As we call, for short, a bicycle rider a bicyclist or bicycler, and a tricycle rider a tricyclist or tricycler, so to designate a rider of both forms of machine the terms "cyclist" and "cycler" seem to us eminently proper, and equivalents of our better term, "wheelman." "Biker" and "triker" may properly belong to the list of slang terms, yet even these often fit into English vernacular so nicely as not to be particularly objectionable.

WE wish to direct attention to the announcement of Messrs. Gormully & Co., in our advertising columns, and addressed to capitalists. Notwithstanding the recently stated result of the Pope-Harrington suit in New York, we still believe the Pope Manufacturing Company have no valid claim to their monopoly of manufacture under the "Lallement" patent, and that nothing but money and "bluff" enables them to maintain it. The Chicago firm claims to be in a position to back up all its statements, and we do not doubt it. The time is now ripe for capitalists to engage in bicycle manufacture here with profit, and without paying a cent of royalty.

CLINTON D. MILLER, a prominent wheelman of Akron, Ohio, and much esteemed socially and as a business man, while riding his bicycle on the track at Fountain Park, Thursday, 5 October, during the fair, in trying to avoid running over a little girl, was thrown from his wheel and struck violently upon his nose and forehead, rendering him unconscious for about twenty minutes. All the perceptible injury at the time was that his nose was badly hurt. Mr. Miller pluckily appeared on his machine on the track in the afternoon, and was at his store until the Tuesday following, thinking that he had escaped injury from the fall. But he was taken seriously ill with concussion of

the brain, and after an illness of nine days died.

THE Washington wheelmen are arranging for a grand meet and parade in connection with the forthcoming National industrial exposition in aid of the Garfield Monument Fund. The wheelmen's day will be Wednesday, 29 November, and it ought to draw the largest number of riders together yet seen in this country. The programme will include a parade over the splendid asphalt streets and past all the public buildings and points of interest, a review of the riders by the President of the United States, the general of the army and other dignitaries of our own and foreign countries, and racing and fancy riding, and it will be one of the greatest opportunities that has or is again likely to soon occur to bring bicycling prominently before the national government. Let all endeavor to go.

OUR recent fast young British visitor, Frank Moore, has got home, and on his arrival there allowed his tongue a handicap of about forty yards — which was a grievous error, for he failed to catch up with it by three-quarters of a second in telling about the Springfield race, and was way behind it in several other statements, especially when he mentions how astonished the Americans were at his performances. In view of the fact that he had hard work to beat the raw untrained lad of sixteen years, Hendee, by just one yard, at Springfield, and that another of his untrained and unskilled opponents, Place, had a previous mile time of 2m. 58³/₄s. to his credit, and that on a much larger track last winter, in Boston, another lad in his teens, R. P. Ahl, twice made his mile inside of 2m. 59s., the statement that Americans consider 3m. 20s. remarkable speed should be made only to very raw British marines.

ONE of the Washington mail collectors who tried the tricycle on his rounds saved half an hour on his usual time. It is thought at the Post Office that by using tricycles one man can do the work heretofore done by two. In the event of their adoption into the service, the benefits of frequent and speedy collections will be extended to every part of the city instead of being confined to the more thickly populated sections as at present.

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Club Drills and Fancy Riding,
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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

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A SAFETY MACHINE.

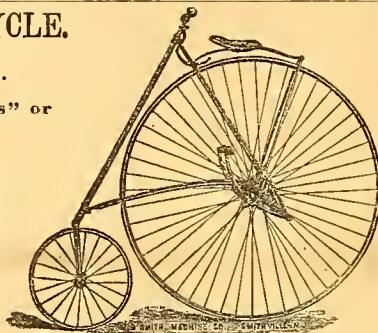
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The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

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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TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

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