

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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CURRENTS CALAMO

Look for Fred. Barry's card on first page, and "when found make a note of it."

THE new badges will make very suitable prizes for L. A. W. members who participate in racing events.

Go to the bicycle handicap races tomorrow (Saturday) evening, in the Institute Fair building. See announcement.

WHIRLING WHEELS; or, the Wheelman's Annual for 1882, is now ready for delivery. See advertisement on last page.

It has been said that every man must own a dog once in his life, and so a Louisvillian is now *temporarily* "Star"-ing it.

WHEELMAN KAYE, of Louisville, has accepted a position in Kenton, Ohio, and left the Louisvillians mourning his departure.

FRED. JENKINS can now experience the pleasure of Helen's Baby at seeing the little wheel "go wound," when on his American Star.

NEXT week, or the week following, we shall have something to say about the Expert Columbia, the Pope Manufacturing Company's new and improved machine.

THE new League badge seems to find ready favor among our wheelmen, judging from the number we see worn. It makes a very attractive and dressy scarf-pin, with its golden spokes and jewelled hub.

THE error in one portion of our report of the races last week, giving Frye's ten-mile time as 25.44½, instead of 35.44½, was so obviously typographical that it seems hardly necessary to state the fact.

THE timers and scorers in the Boston bicycle races, 14 January, were Fred. Jenkins of the *Wheel*, Percy A. Legge, the referee, and C. A. Walker, Jr., an expert of the Auburndale Watch Company.

THE secretary of the Bay State Wheel Club says the South Boston wheels are getting rusty, and asks impatiently: "Will the snow never hold up?" We respectfully and sympathizingly refer him to the Signal Service Department for probable information.

THE Marine Bicycle Company has been formed at Portsmouth, N. H., with Director C. A. Hazlett as general manager, to manufacture and introduce, through appointed agents, their novel, speedy, and comfortable crafts. A large number, for which orders have been received, are being built by A. J. Philbrick, the well-known maker of road bicycles at Salem, Mass., and a limited number will be ready for the spring trade. The fastest p. ofes.

sional rowing time was nearly equalled by Mr. Hazlett, in a trial last week, on a flat-bottomed craft weighing six times as much as the racing shell, and he easily passed the fastest row-boats on the river.

FRANK W. WESTON, C. C. B. T. C., L. A. W., B. B. C., etc., etc., ran his maiden race with Arthur Cunningham, the veteran bicycle importer and dealer, on the Institute Fair track one day last week the distance being one mile. Mr. Cunningham was allowed one fifth of a mile start, and won a waiting race in 15m. 10s. The winner was presented with an elegant picture of the old L. A. W. badge, cut from the cover of the League Hand-book.

P. S.—As we go to press we learn that in a subsequent race between the same gentlemen, Mr. Weston beat his opponent, reducing the former's record, one second, and was awarded a duplicate of Mr. Cunningham's prize.

"Two souls with but a single prize," etc.

THE HUB BICYCLE CLUB ball, Thursday evening of last week, was a very successful and pleasant affair, about eighty couples being present. Good music was furnished by Brown's orchestra, and about midnight the party sat down to a capital supper, after which many more dances were indulged in until the small hours. As has been before stated, this club is composed of colored young men, there being about a dozen in all at present, and they are very enthusiastic. We were present at their ball, and spent a most enjoyable hour looking on. We did not participate in the festivities of the floor, although the attractive graces of many a charming face and figure often tempted us to do so. A couple of handsome, full-nickelled, Special Columbias adorned the head of the hall, and one or two of the dancers were in bicycling dress. The floor was under the direction of Frank Woods, assisted by Messrs. Cruckendale, Drummond, Capt. Turpin, and Lieut. Oxley.

SOME time ago there appeared in these columns an account of how a party of bicyclers were taken in and done for at the Blue Bell Inn, at East Milton. It was alleged that after contracting for a dinner at seventy-five cents each they were charged a dollar and a half, and their machines held until the bill was settled. The statement was a strong one, and being well backed, was published without any investigation. It now appears on very good authority that although the bicyclers inquired the price of dinners, they ordered the best dinner the Inn could furnish, which was served and charged for at the regular rate of \$1.50 per plate. In disputing the bill several of the gentlemen, it is averred, used language that was unwarranted, which only tended to aggravate matters, and their machines were held until the bill was paid. The investigation shows that there can be two sides to every question; and as some injustice has evi-

dently been done to the Inn, we hasten to correct any misstatements that have been made in this paper. Bicyclers who have hitherto patronized the Inn know that although the rates are not as low as other places in the city, the treatment they have received has always been satisfactory and strictly honorable. It has been a general rendezvous for bicyclers, and we hope that they will continue to patronize the establishment as long as they can be assured of honorable treatment. To those who have never visited the Blue Bell, we can say that it is on one of the most popular routes for wheelmen; and after the long pull over Milton Hill, its lemonades and cooling shades are especially inviting on a warm summer day.

Plain Pin Pedals.

Editor Bicycling World:—Having thoroughly tested the plain pin pedals, I would like to say a few words in its favor, giving the results obtained. According to the result of investigations so far, our impecunious riders need not despair at not being able to expend \$12 for a pair of ball pedals, as the plain are probably within five per cent as easy running, are surely much stronger and more simple, and only cost \$5.00 per pair. The pair tested was made by a local manufacturer of the best material in the market, and very carefully fitted. They were run 4,000 miles, and at the end of that time the rubbers had not worn, the frame was solid, the pin had not worn the tube at all, and the only evidence of 4,000 miles travel over forty was a wear of about one sixty-fourth inch endwise, which could be very easily compensated for by thin steel washers; whereas the pedals were not dust-capped at all, and were oiled only once a week, except when riding a great deal, and then twice in that time. They were lighter in weight than the common cone style, but were furnished with half-inch pins, whereas coned pedals, and also ball, have only ⅜-inch pins.

Parting with the machine and getting a new one, I experimented in the way of ball pedals, and much to my disgust, succeeded in shoving off each one twice inside a month's time beside bending one on a start so badly as to nearly lose a race. The advantages of ball pedals sum up about as follows: they do not require the attention to oiling which the plain pin does, and run a trifle easier; then, again, they are "*ball pedals*," you know.

On the other hand, the plain run fairly easily, and if attended to once or twice a week, will not get out of order. They are twice as strong for the weight as any other pedal than can be made.

I find Hancock's non-slipping pedal rubbers a great advantage over the plain, and should recommend them to all. In regard to the cone pedal, it is hardly necessary to say anything, as it is rapidly following its companion in misery, the cone front wheel. PRACTICAL.

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, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

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 Tuesday morning, and longer articles by Monday morning.

BOSTON, 27 JANUARY, 1882.

OUR ENGLISH VISITORS.

WE intimated last week that additional races between the principals in the contests of the 14th inst. were projected. Our authority for the announcement was based on the following facts: The day after the races, Messrs. Keen and Vesey, in conversation with Mr. Weston, proposed to race their opponents again, the proceeds of the exhibition to be given to Mr. Prince as a complimentary benefit. Mr. Weston immediately notified Mr. Frye and Mr. Prince, and the parties all met the next day, Monday, and agreed upon the races, as follows: A ten-mile amateur race between Mr. Frye and Mr. Vesey, the latter being allowed one lap or one fifth of a mile start; a ten-mile professional race between Mr. Keen and Mr. Prince, the latter being accorded one lap start; the net proceeds to be presented to Mr. Prince. The races were to take place Thursday evening of that week, and Mr. Weston at once set about completing the

details, and authorized public announcement of the event; but it appeared that the Englishmen, soon after making this arrangement, which was primarily of their own proposing, went and got their machines from the rink, and took train for New York that same Monday evening, leaving word simply that they were suddenly called home, and must go by Wednesday's steamer. Up to this writing we have no further explanation of their singular conduct. We trust they have good and honorable reasons for it. We should be loath to think otherwise; for while here they were treated courteously and welcomed cordially by our wheelmen, and by their own conduct and bearing created a favorable impression, and would no doubt have made many friends. We certainly regretted their sudden departure no less than the seemingly discourteous manner of it; for the interest which the exciting competitions of the previous Saturday had created among bicyclers and all lovers of athletic sports in this vicinity, would have attracted a much larger attendance at a second exhibition.

IN a few weeks the riding season will have opened, and we shall once more see many faces which have been missed during the winter months. The familiar roads and haunts of bicycles will be alive again with joyous and athletic men. Groups of riders in jaunty club uniforms will be seen bowling along on shining steeds, while ever and anon some poor, morbid, lonesome, unattached man, on an antiquated bicycle, clothed in a nondescript suit of "cast-offs," will be found toiling over the less frequented roads with no company save the rattle of his machine. The novice, indulging in his first road ride, will recount to his admiring friends his prowess on the wheel. The heart of mine host will be gladdened by anticipated patronage of a class who fill his coffers with shekels; his face will assume a radiant smile, and the poor bicyclist who has not called on the L. A. W. consul for reliable information will be sent over the "best road" (usually the worst) to his destination. On the whole, the prospect for the year is very encouraging, and we look forward to a most successful bicycling year. Touring is on the increase, and its pleasures are being more appreciated by riders of the wheel. Its advantages cannot be overestimated, either on account of its

social enjoyments or its healthful effect as an exercise.

The settlement of the Central Park controversy will, we hope, end one of the most important cases ever brought before a judicial tribunal, where the bicycle and the rights of its rider were brought in question. The park commissioners have guarded jealously the sacred precincts, but unless we much mistake, the decision of the judge will show that they were "mules in the trappings of elephants"; that they have perverted the power given them and shut out a most reputable and harmless pleasure-seeking class, with an unlawful discrimination and narrowness unworthy of a cosmopolitan city like New York. The right of a man to use the method of locomotion best suited to his means, occupation, and the state of society in which he lives, is inherent and beyond question; and a park commissioner has no legal right to say what recognized pleasure carriage shall be ridden. All persons may lawfully travel on a public highway with any animal or vehicle which is suitable for a way prepared and maintained to supply and afford the usual and common accommodation needful to or required by the community. The horse has no inherent right to the highway, except what has been given it by man, and the bicycle has the same rights to be used by him if it affords a proper and easy mode of locomotion. We can readily see that if the bicycle had been introduced in the æsthetic and superlative fourteenth century, the angular and effeminate youth of that time might well consider that it had no place among lilies and leonine sunflowers. In this enlightened and progressive age, the bicycle must be considered as part of the general progress of the people, and should be hailed by them as a useful if novel means of travelling, affording pleasure and exercise to a large class of people who cannot afford the luxury of doctors or sojourn at fashionable summer health resorts. J. S. D.

United States Bicycle Patents.

AS this subject is of more than ordinary interest to our readers, as well as to those ingenious inventors who are endeavoring to improve or supersede the present style of bicycles and their parts, we herewith reprint from advance sheets of the forthcoming new catalogue of the Pope Manufacturing Company, which will be published early next month, and will be the most complete as well as hand-

some manufacturer's catalogue ever issued by any bicycle firm either at home or abroad:—

"Since 1865, many patents relating to velocipedes have been obtained by American inventors. The improvements covered by some of them are fundamentally important to the construction of successful bicycles and tricycles. Of these we have become the owners. Some valuable patents have also been taken out on improvements peculiar to our own manufacture. As we have not referred to our patents in the foregoing descriptions, in many cases, we indicate the most of them in the following list:—

No. 54,207, 24 April, 1866, by H. A. Reynolds, velocipede; No. 59,915, 20 November, 1866, by P. Lallement, velocipede; No. 69,403, 1 October, 1867, by J. G. Buzzell, wheel, etc.; No. 72,538, 24 December, 1867, by J. Raddin, wheel, etc.; No. 79,654, 7 July, 1868, by G. W., A. E., and F. Hanlon, velocipede; No. 80,425, 28 July, 1868, by H. A. Reynolds, velocipede; No. 86,251, 26 January, 1869, by D. T. Robinson, velocipede; K. No. 3,297, 9 February, 1869, by G. W., A. E., and F. Hanlon, velocipede; No. 86,834, 9 February, 1869, by W. Hanlon, velocipede; No. 87,713, 9 March, 1869, by L. W. Serrell, velocipede; 87,999, 16 March, 1869, by C. Witty, velocipede; No. 88,507, 30 March, 1869, by T. R. Pickering, velocipede; No. 93,220, 18 January, 1870, by J. G. Buzzell, wheel, etc.; No. 110,057, 13 December, 1870, by H. A. Malby, velocipede; No. 123,571, 13 February, 1872, by H. A. Malby, velocipede; K. No. 7,972, 27 November, 1877, by P. Lallement, velocipede; No. 243,346, 21 June, 1881, by J. B. Price, pedal, etc.; No. 245,377, 9 August, 1881, by H. B. Hicks, saddle spring, etc.; No. 249,278, 8 November, 1881, by A. E. Wallace, bearing, etc.; 249,447, 15 November, 1881, by F. W. Bacon, bicycle; No. 249,622, 15 November, 1881, by W. W. Stall and J. E. Howard, tricycle, etc.; No. 250,289, 29 November, 1881, by H. T. Russell, bicycle, etc.; No. 250,316, 29 November, 1881, by W. A. Whiting, velocipede; R. No. 9,963, 6 December, 1881, by J. Raddin, wheel, etc.; No. 250,917, 13 December, 1881, by H. B. Hicks, bicycle, etc.; No. 250,980, 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 250,981, 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 250,982, 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 252,461, 17 January, 1882, by H. B. Hicks, bicycle, etc.; No. 252,371, 17 January, 1882, by Peter Gray, lantern, etc.

"All bicycles, tricycles, and other velocipedes now in common use or in the market are constructed so as to embody some of the inventions covered by the above named patents, and within claims sustained by the decisions of the courts. Amongst the separate parts covered by their claims are the double-cranks axle, the round rubber tire, the tubular metallic rim, "nippled" spokes, "direct" spokes, enlarged or "thick-ended" spokes, hollow forks, hollow metallic backbone, bifurcated perch, adjustable saddle adjustable cranks, steering head, etc., found in all bicycles; and there are many more parts and combinations, which we have not space here even to indicate, which, or some of them, are found in the bicycle, tricycles, and even the peculiar velocipedes of the day, and the making or sale or use of which without license from us is infringement of our patent rights, and makes every one so infringing liable to us for royalties, damages, and costs.

"The importation and use or sale of such machines made outside of the United States, without authority or license from us, is likewise infringement. The user of a bicycle or tricycle of foreign make, who has not purchased it of us or our agent or licensee, is therefore an infringer. Some appear to have thought it a small matter, or even not trespassing, to import a bicycle or two for one's self or his friend, without license from us, so long as they did not go into the business for profit by sale to others; as if it were not theft to steal pears for one's own eating, though it is

theft to steal them for sale. Neither the law nor honorable dealing allows any such distinction. Many of these patents we have been obliged to buy to protect our own manufacture and sale, and to avoid large and uncertain royalties; and the business advantage of purchasing and bringing them together we have shared with others in the business, and with all wheelmen, by reducing the aggregate of royalties to less than half what was demanded by the previous owners. Our patents are all important and valuable ones, and have been acquired and established by us at a large aggregate expense, amounting to many thousand dollars; and we are compelled to protect our rights, and secure some return for this investment. Not alone for our own interests, however (considering which we might be lenient), but for the interests of our licensees, with some thirty of whom we are under agreements, and of our hundreds of agents, who, in both classes, are devoting capital and enterprise to the business, we are compelled to enforce our patent rights, and to prosecute and restrain all infringers. This is in protection of *their* rights and interests. This policy is no discrimination against purchasers and users of bicycles or other velocipedes. We have closed no source of foreign supply; we have reduced the aggregate amount of royalties taxed upon each machine far below what they were in separate hands; we have encouraged and enabled others to embark and continue in the business; we have established agencies in the principal cities and towns; we have removed from users the annoyance of repeated demands for royalties by separate owners of patents; we have created a home manufacture and supply of good machines, quick to be had and warranted; have made it possible for repair shops and riding schools to be maintained; and have now brought to the American market a better machine, and at a less price, than has existed heretofore."

WHEEL CLUB DOINGS

BAY STATE WHEEL CLUB.—The following-named have been elected to serve as officers of the Bay State Wheel Club until Jan. 1, 1883: President and captain, William J. Bicknell; sub-captain, A. J. Thompson; secretary and treasurer, Frank R. Miller, 750 4th street, Boston.

SAN FRANCISCO BI. CLUB.—The regular annual meeting of the San Francisco Bicycle Club, for the reception of yearly reports and the election of officers was held at the Windsor, on Thursday evening, 12 January, 1882, with a very full attendance of members. The report of the secretary and treasurer, giving a statement of the membership of the club, as well as of its finances, showed that both were in a flourishing and satisfactory condition. The report of the captain gave a detailed account of the various runs, meets and races in which the members

had participated during the year, and which had the pleasing effect of recalling many happy incidents on the road, as well as proud victories on the race track. An amendment to Article 3 of the By-Laws was adopted, giving the club, instead of a sub-captain, a first and second lieutenant, and also adding a bugler. The ballot for officers for the ensuing year resulted as follows: President, Columbus Waterhouse (re-elected); captain, Charles A. Butler; first lieutenant, Henry C. Finkler; second lieutenant, Henry London; secretary and treasurer, Geo. J. Hobe (re-elected); bugler, John W. Gibson; club committee (in addition to the president, captain, and secretary), James Sanderson and James W. Kerr. The business of the club having been completed, an adjournment was had to the dining-room, to partake of the "Third Anniversary Banquet" of the club, which was served in the elegant style for which the Windsor is so justly celebrated. I enclose the menu to prove my assertion, although some of the dishes may be new to you.

MENU.

Eastern Oysters on Racing Saddle.

POTAGE.

Chicken Cream with Ball Bearing. Sherry.

HORS D'ŒUVRE.

Shrimp Salad, Patent Tire Cement.
Patties of Lark with Fluted Forks a la Club.
French Olives. Sauterne.

POISSON.

Lake Bigler Trout a la S. F. Bicycle Club.
Potatoes a la Pope Manufacturing Company.
Chateau la Rose.

RELEVES.

Tenderloin of Beef, Braised, with Rubber Handles.

PIECES FROIDES MONTEES.

Gelatine of Turkey on a Cradle Spring.
Beef Tongue a la Oakland Bicycle Club.
Aspic of Lobster a la L. A. W.
Chateau Margaux.

ENTREES.

Supreme of Chicken a la Coventry.
Compote of Duck, Stuffed in Hollow Felloes.

Roman Punch on Moonlight Run.

ROAST.

Turkey, Stuffed with Rubber Tires. a
Goose on Backbone. Chateau Lafitte.

ENTREMETS LEGUMES.

Green Peas a la Waterhouse.
String Beans a la Hobe.
Mushrooms a la Finkler.
Stewed Tomatoes a la I. utler.
Baked Potatoes a la Warschauer.

ENTREMETS SUCRE.

Champagne Jelly in Cone Bearings.
Charlotte a la Russe, Nickel-Plated.
Sillery Mousseux. Krug.

PIECES MONTEES.

Bicycle a l'Eggers — 3.15.
Pyramide d'Clairmont a la Pioneer.

DESSERT.

Fruit. Assorted Cakes. Nuts.
Cheese. Coffee. Raisins.

The president, M. C. Waterhouse, took the chair, assisted by Capt.

Charles A. Butler as vice, who has been always ready to give his assistance in forwarding the objects of the club. Beside the members of the club, the officers of the Oakland Bi. Club and several other wheelmen were present. After full justice had been done to the substantial, the members gave themselves up to the jollities of the evening; it being understood that no regular programme had been arranged, but every one could "go as he pleased." The health of the president having been proposed, Mr. Waterhouse responded in a few well-timed remarks, thanking the members for the compliment in re-electing him as their president for the ensuing year. Mr. Finkler proposed the health and prosperity of our sister club, saying it was a source of great gratification to have the officers of the Oakland Bicycle Club present. He coupled with the toast the name of George H. Strong, its president and captain, and that officer responded in a brilliant and entertaining speech. Capt. Charles A. Butler having presented the club with a beautiful frame, containing the photographs (cabinet size) of the members, the result of his own handiwork, the president, in tendering him the thanks of the club, expressed the hope that before our next annual meeting the club would be able to have a club-room of its own, and hinted that such might be the case in the near future. Mr. Feintuch, the "club poet," entertained the members with a poem, setting forth in happy language the characteristics and trite expressions of the various members. Ex-President R. DeClairmont, the pioneer bicycle rider of the Pacific Coast, gave some amusing incidents of the early days of the sport in this city. The health of the ex-captain having been proposed, M. H. C. Eggers responded in his usual happy style, promising the same untiring efforts in behalf of the club as a private member. Mr. Davis favored the company with a recitation, which was received with marked approbation. During the evening Mr. Warschauer presented the secretary with the elegant gold match-box with quartz setting, on behalf of the members of the club, as a token of their appreciation of the services of that officer during the last two years, and spoke in flattering terms of the manner in which the duties of the office had been performed. The secretary feelingly responded, and promised the same fidelity to his duties in the future. Other toasts and speeches were given, and "Auld Lang Syne" with all hands round brought an enjoyable evening to a close.

STRINGBEANS.

NEW BEDFORD BI. CLUB.—*Editor Bicycling World*:—We are still alive (in a bicycling sense), although we are unable to do a great amount of outdoor riding. Our club, since my last writing, has increased to twelve active members, together with a very creditable list of honoraries. We have just obtained the use of the New Bedford Skating Rink for a part of each day, and expect

during the winter to give one or two entertainments of club and trick riding. In this last particular, our club, until recently, has shown but little interest; but with increased attention and careful training, we expect ere long to develop a fair degree of excellence in the department. By the resignation of Mr. H. L. Dwight, formerly secretary, our organization is somewhat changed. At present, our officers are: W. M. Butler, captain; O. Frank Bly, secretary and treasurer; J. B. Bradford and J. Snow, club committee. With the opening of spring and the advent of warm weather we anticipate much interest in our sport, and have hopes, not without cause, of a very successful summer's work.

W. M. BUTLER, *Capt.*

NEW BEDFORD, MASS., 22 January, 1882.

THE Marlboro' Bicycle Club held a second social party in Berry's Hall last week Wednesday evening, which was greatly enjoyed by all present.

THE Louisville and Falls City Bicycle Clubs, of Louisville, are considering the question of consolidating under the name of the Kentucky Bicycle Club.

CORRESPONDENCE

League Meet.

Editor Bicycling World:—I have read with much interest your editorial in the *WORLD* of the 6th inst., in regard to the question of selecting the place for the next L. A. W. meet. I am glad to see this question come up for discussion, and hope your comments on the subject will be the means of "cyclers" generally giving their views on the subject. For my part, after looking over the ground, and considering the advantages of each point, I am in favor of Philadelphia, and think, all things considered, no better place could be selected. It is certainly as central as any point proposed. Its park commissioners have shown themselves to be possessed of common-sense as well as ability in allowing the privilege of Fairmount Park to wheelmen. To me, it seems to be a most fitting thing, if the large number of the League members who would surely be present at the Quaker City could thus show their appreciation of the resident wheelmen's efforts; and among other things, learn from them how to secure the same success in New York and other cities where the park question is still unsettled. I have yet to learn of a single objection to Philadelphia. Keep up the discussion.

F. C. H.

SCRANTON, PA., 14 January, 1882.

Chicago's Claims.

Editor Bicycling World:—The inducements Chicago bicyclists can offer for the next League Meet should not be hurriedly passed over by the League directors at their next meeting. Although called a Western city by the Eastern bicyclers, it is really the centre in regard to situation of bicycling in the United States. There are no doubt more riders of

the wheel in New England than anywhere else, in as small a territory, in the Union, and a Meet in Boston or New York would possibly bring together more riders than if held farther West; but still it is not to be disputed that a great number of bicyclers would attend if held in Chicago. Chicago has some two hundred riders and two clubs, prominent in the ranks of bicyclers,—probably one hundred and fifty would be present. Milwaukee would send almost one hundred strong. St. Louis would send several delegates. Detroit, Louisville, Cincinnati, Indianapolis, Oshkosh, Columbus, Quincy, Peoria, Davenport, Rock Island, Minneapolis, St. Paul, Toledo, Grand Rapids, and many others would also be represented; also the East would send a goodly number of delegates, and a grand Meet of not less than five hundred enthusiastic wheelmen would gather here. Then again the roads: what other city west of Boston can show their equal? The boulevards of Chicago are fully fifty miles in extent, and no better place for a parade could be chosen. Probably many of your readers do not know that there is a belt boulevard encircling our city, beginning at 12th street and Michigan avenue and ending at Lincoln Park,—fully thirty-five miles in circumference. The League Meet has been held in the East twice. Would it be fair to the Western wheelmen to continue this right along, and not give them a chance to see how successful a Meet could be held here? Speaking with a few of our wheelmen lately, on this subject, all concluded that the West should have the honor, this year, of the League Meet, but all thought alike in regard to one matter,—that it was almost a foregone conclusion that it would again be held East. The directors' meeting for the purpose of naming a city for the Meet is always held in the East, and of course Eastern directors predominate; consequently they are rather prejudiced in favor of an Eastern city. Don't think that I wish to cast a slur on our Eastern directors, but they evidently think a Meet held west of Philadelphia or Washington would not be a success. Now give Chicago, Cincinnati, or Detroit a fair show, and let us see if a successful Meet would not be the outcome.

ARIEL.

CHICAGO, 14 January, 1882.

St. Louis.

Editor Bicycling World:—In your issue of 6 January, I noticed that you very properly abstained from mentioning St. Louis as a place for the Annual Meet of the L. A. W. Nothing would give our club greater pleasure than to have the honor, as well as good resulting from such a gathering in our city; but we could only offer our visitors a hearty welcome, and find a place to stack machines,—for the parade, one of the chief objects of the Meet, would be entirely out of the question, considering the quality of our streets. It is in bad taste to vilify home institutions, but I defy any

city, great or small, to compete with our streets in the way of holes and mud. We console ourselves, however, with the philosophical deduction from an observation of nature, that every animal is suited to its surroundings; and whilst we can ride with comparative safety these rocky streets, and climb the multitudinous hills, we feel ashamed to have outsiders view our poverty in this respect. We have sweet dreams of sand-papered roads in the East, where evening zephyrs waft one along, and we return to our hills and rocks gloomily; but we do think that we are the best hill climbers in the States. Our president, while in England, was pointed out a hill which had a standing offer of a medal for any one who could surmount it, and he is of the firm conviction that any member of our club could bankrupt them in medals. We have deemed that only Standard Columbias could stand our roads, and only the best of them; but this winter two of our club have had imported a 55-inch and a 56-inch Harvard, full-nickelled, and ball bearings on both wheels and pedals, and the wise ones among us expect to see some melancholy ruins in the early days of spring; but "sufficient unto the day is the evil thereof," and we may indulge in light-built machines ourselves when these have proved their durability. We have unbounded privileges here, and our Park Commissioners have announced that "they would not deny us the driving parks, provided our numbers did not materially increase," which is hardly probable, considering what a rider in this city has to travel over. Part of the drives in Forest Park are good, while I must admit that Tower Grove is superb; but unless one lives near the last mentioned, it will be like Moses gazing on Canaan. We think that there are only three cities which can fill the requirements, and they are Chicago (hard for a St. Louisian to utter), Philadelphia, and Washington. St. Louis can only be an attentive listener and await the result. S.

ST. LOUIS, Mo., 15 January, 1882.

Washington.

Editor Bicycling World:—The Capital Bicycle Club gave its second uniform *soirée dansante*, Monday evening, 9 January. The affair was a grand success, even surpassing the *soirée* of two months ago, and was attended by more than three hundred persons. The city papers reported the entertainment at length, and the long list of those present included the names of "the most charming people of Washington," to use the language of our leading daily. So great was the demand for invitations that great care had to be exercised in their distribution to prevent overcrowding the hall; and this necessary limitation resulted in the unfortunate exclusion of many whose absence was a source of regret. In the future it is intended to avoid this by engaging a larger hall. As on the previous occasion, Marini's Hall was the scene of this event. It is the most popu-

lar and best appointed building in the city for large entertainments. The dancing floor is unrivalled. The natural beauty of the ball-room was greatly enhanced by a profuse display of the national colors. At the front of the music gallery was a colossal *fac-simile* of the club's badge, formed by the monogram and motto appropriately arranged on a 54-inch nickelled wheel, which was shown off to great advantage by a background of the club's colors—red, white, and blue. The use of the enormous flags was kindly tendered by the War Department. The programme was handsome and unique, and was a very appropriate souvenir in the form of a bicycle wheel in silver on heavy tinted card-board, suspended by a cord and tassel passed through the hub. The dances and engagements were arranged between the spokes. The programmes were a subject of universal comment, and everybody wanted an extra one "for a friend." The committee of arrangements foresaw such a demand, and by providing an extra supply was able to meet it.

The larger portion of the members of the club were present, and their handsome blue uniforms were much admired; and it was acknowledged that they formed a pleasing and striking contrast with the regulation dress suits. The charming faces and elegant costumes of the ladies, the gliding dancers and enchanting music, the beauty of the ball-room, and the natty uniforms with their twinkling silver buttons and dazzling stars and medals, made the scene seem more like a fairy dream than a reality. Never did a jollier and better satisfied crowd leave a dance than on that night; and "When will the club give its next *soirée*?" was a question that seemed to come from everybody. The supper was one of exceptional elegance, and was a feature of the evening. The music was highly complimented.

It is an interesting fact that on all its many special occasions the club has been favored with good weather; oftentimes the pleasant day being sandwiched between storms. The standing of the club is sufficient in itself to guarantee success to its entertainments; but the novelty of bicycle uniforms at a dance attached additional interest to them. The society season of the national capital is replete with elegant entertainments; but the *soirées* of the Capital Bicycle Club, without the least exaggeration, have been accorded a place in the first rank of social events by the success that has characterized them. C. G.

WASHINGTON, D. C., 15 January, 1882.

Buffalo.

Editor Bicycling World:—The club here is doing very well. We are at present using the drill room of the 74th Regiment, N. G. S., N. Y., for a riding room upon Saturday evenings. We have begun drilling, and have progressed rapidly under our new captain and sub., Messrs. John F. Gard and Chas P. For-

bush. We have been favored, thus far, by the presence of a large number of the beauty of Buffalo. We have always had the free use of all parks and parkways in and around the city, without a single restriction.

New-Year's day a number of the boys took trips around the city. One of the boys had a queer accident. He was riding down one of the principal streets as big as life. At a corner he noticed a small boy gazing wistfully at him. This small boy had a sled. Suddenly there was a jerk, followed by a fall. That wheelman is still "Hunt"ing for that small boy with the sled. Smith has a new Yale Racer. It is a 54½-inch wheel. Upon arriving at the riding hall Saturday night he was greeted with a cheer. Wondering what made the boys laugh so, he began to look around. He soon found the cause in the shape of a cartoon of himself and the Yale. Next to the cartoon were the following lines:—

"An Oak-and-Tan young man;
A hop-over-the-fence young man;
The boss at "15," for he sweeps the points clean,
An in-for-the-three-mile young man.
Hurrah for Yale! Yale!! Yale!!! Smith!!!!!"

Each boy had a card on their brake which said "Smith's the boy," "I tell yer," "Look out for 54½." Smith took it pleasantly and offered all a ride. More anon. DANCER.

BUFFALO, N. Y., 16 January, 1882.

Æolus, Worcester.

WHEELING matters in Worcester have been nearly at a standstill for the last two months: first, because every one has been so engaged in business; and second, because no room of sufficient size for riding can be found vacant. However, a few days since the manager of the skating rink offered our club its use from 8 to 10, 2 to 4, and 5 to 7, each day, provided we would give an exhibition at some future date. The club accepted the offer, and are in daily practice. The floor is of good size, some thirteen laps to the mile, and in first-class condition. The exhibition will probably come off about the first week in February, and will consist of club drill, slow race, fancy riding, and perhaps a mile against time. Sixteen of our twenty wheels are at the rink. We have nine names to propose for membership at our next monthly meeting. Our club is in a live condition, and we hope to have forty members before the summer is over. Next fall we intend to open permanent headquarters. . . . While all the different makes of bicycles are getting so much attention through your columns, I would like to put in my little word in favor of a machine I have been riding. It is a 52-inch D. H. F. Premier, which I purchased last May. In riding, my wheel is stripped down to business; no bell, lamp, cyclometer, or tool bag, and it weighs in this condition 41½ lbs. The longest ride I have taken on it is forty-four miles, and I have never had need to oil it or use a wrench while on the road. Every one said when I got it that it was too light,

too weak in the head, would not stand rough riding, bad falls, or Worcester roads, — whose equal, by the way, it is hard to find. From various causes I have done but little riding the past season; say about seven hundred miles. I have not laid out a cent for repairs, and it is in as good condition now, for aught I can see, as when I got it. I am naturally of a very modest and retiring disposition, and when it comes to a point where the wheel or myself has a "call" to make an item for the daily papers, I always retire in favor of the wheel; and my experience has been that a D. H. F. Premier, in such cases, is strong enough to take care of itself. One morning last June I took a header while coasting a steep hill, and it is my impression that my wheel went higher and further before touching the ground than is good for such articles; but on picking it out of the gutter to carry it to the junk shop, I found the only injury was in bending the saddle. I have practised fancy riding to some extent, and I think that gives a harder test than rough riding. The D. H. F. Premier has long handle-bars, short cranks; is a good hill climber; is strong, rigid; does n't buckle when you fall on it; rides easy on rough roads or pavements; is light, close built, and what I consider a first-class machine. I am inclined to think the "gamin" was about right, who, on seeing it last summer when I was riding with a friend, cried out: "O Jimmy, see that bicycle; that's the boss." ÆOLUS.

Summing up the Tire Discussion.

Editor Bicycling World: — If I have not already occupied too much space, permit me to briefly close the discussion about tires, so far as I am concerned. Having accomplished my object in awakening attention to and interest in this important topic, I shall be content to allow others to continue its discussion as long as they please and you permit.

Before summing up, let me confess that "Cyclos" has convicted me of heterophemy in writing "diameter" when I meant radius; a mistake so obvious that I did not deem it worth while to correct it, inasmuch as every careful reader would see at once what I meant. Neither with him nor with others is anything of practical value to be gained by disputing about words, technical terms, or theories.

Julius Wilcox has expressed the practical point in this matter, when he says, "It is conceivable that a broader tire, in or on a broad rim, might run over sand, and not into it without involving worse practical difficulties than it removed; conceivable, but not at all sure. Experiment alone can determine, and theory is not worth a cent." It is also conceivable, but not at all sure, that a broader and thinner tire might make the bicycle a practical roadster on all country roads, enabling it to travel over sand, mud, lumps, gravel, and places where bicycling is now impracticable. If this can be done, it will evidently be an improve-

ment of almost unlimited value. If this cannot be done, it is still conceivable, but not sure, that tires may be made lighter, cheaper, and of more benefit than that now in use. Experiment alone can determine these questions; theory cannot settle them.

In brief, the question is: Can the present form of tire be in any way or degree much improved?

On the one side of the discussion of this question, we have substantially the conservative plea that the present form of tire sprang into being perfect in form at its birth; that its form cannot be improved, and it is not worth while trying to improve it. It is as it is, and it should remain as it is, because, —

1. The first rubber tire was made round.

2. It has been round ever since the first one.

3. Nobody has ever tried any other form.

4. There is a consensus of opinion of both riders and manufacturers (who have never tried any other form) that the round form is the best, — at least is well enough. (As to the manufacturers, a change of form would cost them a good deal; hence they are not likely to change until it is demonstrated that there is a better form, when they must change to meet the business demand.)

5. Therefore the round form is best, and experimenting with a view to find any better form is useless. "Whatever is, is right." Improvements are impossible, because they have not yet been made. There is so much wisdom already in the world that what is not now known isn't worth discovering, and cannot be discovered. Here let invention stop, and its proud waves be stayed. This is the sum of the arguments on the conservative side.

The other side is the speculative side. Nobody *knows* of any better form than the present one. The discussion has not produced any evidence (except in one instance) that anybody has tried any experiments for the purpose of discovering or inventing an improved form; and no supposed improvement of form has been, as yet, tested by anybody, anywhere. Nevertheless, it is perhaps possible that there may be an improvement in form: if the form *can be* improved, it is clear that the improvement may be very valuable, and is desirable. Therefore experiments ought to be encouraged, in the hope of securing improvements. It is pretty certain that *if* any inventor *does* produce a form which upon test proves a real improvement, he will be rewarded by both fortune and fame.

As I said in the beginning, I do not *know*. The discussion has not brought to light anybody who does *know*. Apparently the field is a virgin one, inviting manufacturers and inventors to experiment and discovery, and promising rich rewards for every lucky find. Again, I thank all those, on either side of the discussion, who have aided in bringing the subject before public attention. B.

The Meteor Bicycle Club.

Editor Bicycling World: — In the last week's issue of the *WORLD*, an article under the head of "Notes on the Races" particularly attracted our attention. It seems some anonymous correspondent, whom we believe to be not far removed from our immediate vicinity, has taken upon himself the responsibility of informing bicyclers in general that there exist in the Allston district a "few boys," who in the selection of a term to be applied to an association recently organized in that place, had become somewhat muddled. The anonymous correspondent says: "I think the Meteor Club too vague an association to be called a club [we heartily sympathize with his vagueness of ideas] in comparison with the other competing organizations [this is the first intimation we have had that competing clubs were to compare favorably with others in the mind of a person whom we unanimously believe to be incapable of judging rightly, if this be a specimen of his judgment]. Early this season a few boys [a few young men, we would suggest, as some of our members think they can claim that title] in the Allston district undertook [not undertook simply, we beg leave to enlarge upon the statement of our friend, but actually did] form a club which should go by that name [which did and continues to go by that name, allow us to add]; but they never made good their claim [we fail to see what authority the correspondent has in making this assertion], and shortly after [the club] told me [we were not aware that any action by our club to the effect that our most valued correspondent should be informed that there had been a change, or that there was a change pending; our records fail to show any such action] they had given it up." Possibly we have mistaken the object of our esteemed writer. We cannot believe, however, he dare attempt extinguishing the light of one of Boston's luminaries; a Meteor will shine, in spite of his efforts to the contrary.

THE ("Vague") METEORS.

FRENCH NOTES. — De Hertal, in *La Revue des Sports*, translates from the *Bicycling News* the same article on "American Exaggeration" that we reprinted 9 December, and corrects the Englishman's statement that bicycles are forbidden on the Champs Elysées and in the Bois de Boulogne in Paris; and says if one provides himself with a bell by day and a lantern by night, he can circulate freely through these two promenades, except in a certain avenue in the Bois where carriages are very numerous; but that is no privation, for at that point the side avenues are just as convenient.... *La Velocipédique Belge* describes a meeting of the Brussels Club, at which the names of two gentlemen were proposed for membership by the president, the secretary, and the treasurer of the club; but they failed to get the necessary number of ballots for election, whereupon the

three officers who proposed the names considered themselves insulted and resigned from the club, several others following their example, and the club was thus suddenly reduced to a dozen members. A still more singular club quarrel has occurred at Saumur. Without any real authority, several members called a special meeting and elected a new president, not even notifying their old president who has held the chair for four years. Later, at a regular meeting, only two members were present; so instead of a "club with two presidents," they have a "president without any club." This affair has caused much talk in the papers, *Le Sport Velocipedique* recently devoting six columns to a letter from the gentleman who was so unceremoniously kicked out.... The professional question is also being agitated once more in the French papers, and with a good deal of feeling.... The bicycle club of Lyons has declared war against the *Union Velocipedique Francaise* (the society which corresponds to our L. A. W.), and expresses much dissatisfaction with its rules, — particularly with its definitions of amateurs and professionals. Indeed, this question is likely to cause much trouble before it is settled. S.

1881.

Principal Events in the Bicycling Circles of America.

We give below a few of the events of 1881, compiled from the pages of the BICYCLING WORLD:—

JANUARY.

- 14.—Appearance of the Midwinter Number of the WORLD. 16 pages; 20,000 copies.
28.—League badge, designed by A. S. Parsons and J. Pennell, issued to members.

FEBRUARY.

- Bicycling on the ice is all the rage. Mr. Thurber, of Providence, R. I., rides fifteen miles to Rocky Point, and J. S. Dean takes a spin on Boston Harbor.
1.—Annual dinner of the Massachusetts Club at headquarters. A. S. Parsons elected president. Membership, 38.
6.—Annual dinner of the Boston Club at Young's Hotel. Chas. E. Pratt elected president.

MARCH.

- 19.—Special meeting of officers of L. A. W. in Boston. It was decided to hold the annual League Meet at Boston.
23.—Union Athletic Club games at Music Hall, Boston. Exhibition drill by Providence Club.

APRIL.

- 3.—Columbia College annual sports, New York. Two-mile bicycle race won by John Stearns, Jr.
7.—Fast day. Runs by the Boston, Massachusetts, and Crescent Clubs.
9.—Run of the Oakland Club, of Oakland, Cal., to San Jose, forty-four miles.
16.—Inter-club race on an exerciser between the members of the Boston and Massachusetts Clubs; Louis Harrison, of Boston Club, winner. One mile, 2:09.
19.—Annual ball of Crescent Club in Odd Fellows' Hall.
20.—Exhibition given by Washington and Baltimore Clubs at Baltimore. One-mile race won by Schooley in 3:12.

MAY.

- 3.—Two-mile races of Columbia College on 3d and 7th. Both won by J. M. Stearns. Time, 7:42, 7:13.
7.—Race for the Howard medal at Providence.
28.—Inter-collegiate race at New York. Reed, of Columbia, wins two-mile race in 6:51.

- 28.—Races at Beacon Park preliminary to League Meet. Quarter-mile race: Lewis T. Frye wins in 47½ seconds. Half-mile race: Lewis T. Frye winner in 1:42. One-mile race: W. M. Woodside winner in 3:36½. Two-mile race: Woodside winner in 6:52½.
29.—Consuls run to Waltham, from Boston, 60 men. Dinner at Waltham.
30.—League Meet at Boston. Parade in the forenoon, 800 men in line. Business meeting at Bumstead Hall at 2:30 P. M. Officers elected. Dinner in Music Hall at 5:30 P. M. Club drill and trick riding in the hall after the banquet.

JUNE.

- 18.—Annual races of Capital Bicycle Club at Washington, D. C. One-mile race won by H. M. Schooley, 3:14½. Five-mile race won by J. McK. Borden in 18:42½.
18.—G. D. Gideon rides from Philadelphia to Jersey City, 108 miles, between 5 A. M. and 9 P. M.
19.—Annual parade and races of Capital Club, Washington, D. C., 80 men in line. Mile race: H. M. Schooley winner in 3:14½. Quarter-mile race: Geo. Cook winner in 43½ seconds. Five-mile race: J. M. Borden winner in 18:42½. Mile race: Geo. Cook winner in 3:20½. Three-mile race: H. Stewart winner in 10½ m.
22.—Tournament by Vesper Boat Club at Lowell, Mass. Drill by Providence Club; trick riding by Chandler, of Providence, and by Prof. Rollinson.
25.—Boston and Massachusetts inter-club races at Beacon Park. Hodges, Dean, and Lowell, for Boston; Alden, Parkhurst, and Hardwick, for Massachusetts. Ten miles: best time by Alden, 41:18½. Massachusetts Club wins by 11 seconds, aggregate time.
25.—Meet of the Philadelphia, Germantown, and Centaur Clubs at Fairmount Park, Philadelphia, Pa.; parade of 100 wheelmen.
25.—Inter-club race of Chicago and Ariel Clubs at Chicago, Ill. L. W. Conkling, of Chicago, wins in a mile dash.
25.—Meet of Hartford, Conn., Wheel Club. Races, trick riding, etc.; Capt. Wander wins one-mile race in 3:19.
25.—Races at Recreation Park, Detroit, Mich.
25.—Handicap road-race of Montreal Club to Lachine and back. G. M. Smith takes 7 minutes from C. J. Sidey and wins, making 17 miles in 1h. 24m. 35s.; Sidey's time, 1h. 27m. 37s.
30.—Bicycle race at Bloomington, Ill., Fair Grounds; Elmer Folsom winner.

JULY.

- 2.—Annual run of Milwaukee Bicycle Club; three-days' tour.
2.—Meet of the Germantown Bicycle Club at Atlantic City, N. J.; three days of pleasure, ending with races on the 4th.
4.—Races on Boston Common. One-mile amateur race; W. M. Woodside, winner in 4:4½. Two-mile professional race: Rollinson wins best two in three; best time, 8:3½. Half-mile amateur race: Woodside wins two straight heats; best time, 1:49½. Tricycle race: Henry Percival wins in 5:48. Two-mile amateur race: won by Woodside in 7:56. Slow race: won by A. H. Baldwin, 200 yards in 2:47.
4.—Races at the Exposition Grounds, Kansas City. Dr. G. L. Henderson wins a half-mile, a slow race, and a handicap half-mile race. He also covered one mile, beating a horse who was to go one and one half miles.
4.—Race at Lockport, N. Y., Fair Grounds. Forbush wins best two in three mile heats. Best time, 3:17.
9.—Fairmount Park Commissioners, of Philadelphia, give increased privileges to bicyclers.
10.—Run of the Boston Club from Boston to Gloucester: thirteen wheels in line.
13.—Field day of Æolus Club, of Worcester, Mass. Contest for gold badge and set of colors. Spiers wins former and Higgins the latter.
16.—Amateur races for championship at Leicester, Eng. One-mile race won by G. L. Hillier in 3:11 3-5. Twenty-five-mile race won by same, in 1h. 27m. 45 3-5.
20.—Professional races for championship at Hull, Eng. C. G. Shaw wins one-mile and twenty-five-mile race. Time in latter race, 1h. 46m. 35s.

AUGUST.

- 5.—Club races by Marlboro', Mass., Bicycle Club, and a run against time by Lewis T. Frye, who makes one mile in 3:19½.
12.—Bicycle contest at Martha's Vineyard, the first of a series of three two-mile races for a \$50 medal offered by Boston Herald. S. T. Kaulbach wins two heats. 19.—Second contest. Geo. E. Whittaker wins three successive heats. 26.—E. M. Bent won three heats. Bent wins in running off tie with Whittaker, and takes prize.

- 15.—Championship race of Marlboro' Club at Hudson, Mass., one mile. John Sawin wins in 3:31.
25.—Contest for badge and colors at Worcester, Mass. Spiers and Higgins win.
25.—Caledonia Club games at Arlington, Mass. Kaulbach defeats Percival.
25.—Bicycle race at Cynthia, Ky. Thomas Skillman wins best three in five, half-mile heats.
27.—Races at Charles River Riding Park. One-mile: won by Lewis T. Frye in 3:25. Two-mile: Geo. E. Frye wins in 7:20.
30.—Race at State Fair, Columbus, O. One-mile race won by J. L. Pease in 3:51½; W. H. Reed, second.
31.—"League of Ohio Wheelmen" formed, with H. B. Hutchinson president.

SEPTEMBER.

- 1.—Race at fair of Morris County Agricultural Society at Morristown, N. J. L. H. Johnson wins half-mile race in 1:39½; he also wins best two in three quarter-mile heats.
1.—Races at Gouverneur, N. Y. Chas. H. Olmstead wins one-mile race in 4:16; Geo. H. Simms wins race, second day, in 4:06.
6.—Contest at Hudson, N. Y., Fair Grounds. Geo. F. Patten wins one-mile race in 3:35; Vou Blumen wins a race with horses.
6.—Parade of clubs at Worcester, Mass., and races at the New England Fair. Parade, 175 men in line. Two-mile race: L. H. Johnson wins best two in three heats and takes gold medal; time, 6:42, 6:56; C. T. Carpenter, second, 6:44, 7:01; G. E. Whittaker, third, 6:55, 7:35. One-mile race: Lewis T. Frye wins best two in three and takes gold medal; time, 3:13½, 3:24; Clark Lawrence, second, 3:24, 3:25; John E. Brown, third, 3:29½, 3:33. Half-mile race: W. W. Stall wins gold medal for best two in three; time, 1:38½, 1:40½; G. E. Whittaker, second, 1:41, 1:43; Harry Percival, third, 1:42, 1:45.
7.—Timonium, Md., Fair Races. A. G. Powell wins half-mile and two-mile race; S. T. Clark, second in both.
8.—Nantucket Fair races. L. H. Johnson takes first prize.
10.—Two-mile race at Staten Island, N. Y. A. J. Eddy wins in 8:55 4-5.
10.—Races at North Attleboro', Mass. W. W. Stall wins mile race in 3:11½; L. T. Frye wins two-mile race in 6:34½; L. H. Johnson wins five-mile race in 17:14½.
13.—Races at Hingham, Mass. John S. Prince wins professional two-mile race in 8:30½; L. T. Frye wins best two in three amateur half-mile race, — best time, 1:46½; W. W. Stall wins one-mile race in 4:02½.
13.—Races at Toronto. Three-mile race: P. Doolittle wins in 13:13. Two-mile championship race: Doolittle wins in 9:05. One-mile race: W. J. Morgan wins.
14.—Tournament at Buffalo, N. Y. Half-mile race won by C. K. Alley; mile race won by W. H. Otis; three-mile race won by Milley; mile race won by J. V. Barross.
16.—Fairmount Park Commissioners, Philadelphia, remove all restrictions against bicycle riding.
17.—Races at Oakland, Cal., Fair. Handicap mile race: H. C. Finkler, 200 yards, 3:13½; Eggers, scratch, 3:26½.
21.—Championship race held by Salt Lake, Utah, Club. One-mile race: James Jeonings wins in 3:44½. Quarter-mile race (hauds off): won by John Clark in 1:13.
21.—Tournament at State Agricultural Fair, Waverly Park, N. J. Half-mile race: W. M. Woodside wins best two in three; best time, 1:37½. L. H. Johnson wins one-mile race for championship of New Jersey. Gideon wins two-mile scratch in 7:02, and one-mile handicap, 15 yards, in 3:26.
24.—Mile race at State Fair, Sacramento, Cal. H. C. Finkler, 95 yards, 3:26½; Eggers, scratch, 3:29½.
24.—Annual race for championship of Boston Club, at Beacon Park. Twenty miles: Stall, 1h. 23m. 5s.; Dean, 1h. 24m.; Clark, 1h. 20m. 43s. Lewis T. Frye runs a mile against time, and makes it in 3:23½.
24.—Fall games of Toronto, Ont., Lacrosse Club. J. Moodie wins one-mile race in 4:47.
24.—Race under auspices of New York Athletic Club. Two-mile: C. A. Reed wins in 7:6½.
24.—Race at St. Louis for championship of Missouri. One-mile: G. C. Bain wins in 3:20 1-5.
27.—Race for mile championship of Marlboro', Mass., Club. Geo. E. Frye wins in 3:26.
28.—Race at Marshall, Mich. L. H. Cramton wins best two in three half-mile heats; time, 1:52½.
29.—Bicycle contest at State Fair, Indianapolis, Ind. A. R. Hopkins wins best two in three half-mile heats.
29.—Tournament at Dayton, Ohio. Mile race: J. L. Pease wins in 3:49. Half-mile: S. S. Mott wins best two in three. Boys' race: H. Allison wins. Scrub race won by J. Wardlow.

29. — Races at Mason, Mich. E. F. Woodcock wins best three in five mile heats.
30. — St. Johns, Mich. E. F. Woodcock wins five-mile race.

OCTOBER.

1. — Champion race, Montreal Athletic Association. Three-mile race: won by F. C. Holden, in 12.14½.
1. — Fall meeting of Williamsburg, N. Y., Athletic Club. Three-mile race: won by A. B. Rich, one mile start, 12.13½.
4. — G. A. R. Field Day, Springfield, Mass. Clark Lawrence wins best two in three mile heats. Louis Hitchcock wins half-mile dash.
5. — Races at Elkton, Md., Fair. H. H. Duker wins best two in three half-mile heats, 1.40. I. H. Fischer wins mile race in 3.50.
5. — Half-mile race at Willimantic, Conn. Horace A. Adams wins best two in three. Best time, 2.15.
5. — Meet at Brockton, Mass. W. W. Stall wins best two in three in two-mile race; best time, 8.25½. Geo. E. Frye wins best two in three in mile race; best time, 3.47. John Savin wins best two in three in half-mile race; best time, 1.58.
5. — Half-mile race at Newark, N. J.: won by J. P. McCune in 2.17.
5. — San Jose, Cal. H. C. Finkler wins mile handicap in 3.36.
5. — Race at San Jose, Cal., Fair. H. C. Finkler wins mile race.
5. — Lansing, Mich. E. F. Woodcock wins best three in five in one-mile handicap race.
6. — The Attleboro' fiasco. Wheelmen refuse to race on account of conditions imposed by fair committee.
6. — Plainwell, Mich. E. F. Woodcock wins best three in five half-mile heats.
6. — Quarterly meeting of L. A. W. at New York.
6. — Race at Hemlock Lake, N. Y. H. C. Davis wins best two in three mile heats.
6. — League fall races at New York. Two-mile, for championship: W. M. Smith, 6.35½; L. H. Johnson, 6.36½. One-mile handicap: Jenkins takes 20 yards and wins in 3.31½. Five-mile race: W. M. Woodside, 19.30½; J. S. Dean, 19.32½. Three-quarter-mile ride and run race: Fred Jenkins beats C. K. Munroe in 3.52½. One-mile League championship: Lewis T. Frye, 3.12½; Woodside, 3.18½; L. H. Johnson, third; Lafon distanced. Tricycle race: G. H. Fowler defeats K. N. Putnam.
7. — Canton, Ill., Fair races. Steve Tripp wins mile race in 4.05.
8. — Games of American Athletic Club, New York. W. Smith wins two-mile race in 6.33.
8. — Games of Young America Cricket Club, Stenton, Pa. Geo. D. Gideon wins three-mile race in 10.23.
8. — Championship race of Framingham Club. H. W. Bean wins in 3.25.
8. — Handicap mile race by Boston Club, at Beacon Park. Dean gives Clark 75 yards, and Diaz 150 yards, and wins race in 3.26½.
8. — Games of Ottawa Amateur Athletic Club, Canada. H. G. La Mothe wins half-mile race in 1.47½.
10. — Races at Baltimore, Md. H. H. Duker wins mile race in 3.35. Slow race: won by J. M. Forden.
11. — Races by Baltimore Athletic Club. H. H. Duker wins mile race in 3.53½. Two-mile race: won by H. S. Owen in 8.04.
12. — Races at Druid Hill Park, Baltimore, Md. Half-mile race: won by H. H. Duker in 1.40. Two-mile race: won by H. S. Owen in 7.52. Mile-and-a-half race: won by Duker in 6.09½.
13. — Brighton, Mich., Fair. E. F. Woodcock wins three straight half-mile heats.
14. — Race for Framingham Club medal, at Cochetuate, Mass. W. A. Norton wins one mile in 3.20½.
15. — Races at Natick, Mass. Amateur race: L. T. Frye wins best two in three mile heats; best time, 3.28½; W. A. Norton, second prize, with record of 3.27. Professional race: Prince wins best two in three; best time, 3.46½.
15. — Inter-club race between Boston and Massachusetts Clubs. — ten miles; Boston wins. Stall makes ten miles in 36.22½; Dean, 38.50. Stall's first mile, 3.25.
15. — First tricycle club in America organized at New Haven, Conn.
15. — Race at Waverly, N. J. W. M. Woodside wins.
15. — Fall games of Olympic Athletic Club, Philadelphia. G. D. Gideon wins three-mile race in 10.31½.
22. — Five-mile championship race of Missouri Club at St. Louis. Bain wins in 18.52½.
22. — Boston Club race at Beacon Park. W. W. Stall gives C. L. Clark 150 yards and wins mile race. Runs against time: H. D. Corey, one mile in 3.20; J. S. Prince, one mile in 3.06½; W. W. Stall, one mile in 3.07.

NOVEMBER.

1. — Two-mile race, under auspices of Columbia College Athletic Association: H. C. Taylor wins.
5. — Fall games of Schuylkill Navy, at Stenton, Pa. Three-mile race: won by Woodside in 10.54½.
12. — Grand ball of Capital Club, Washington, D. C.
12. — Oriole races of Baltimore, Md., Club. Half-mile race: won by Duker in 1.47½. C. H. La Cote wins mile dash. Three-mile race: Forden rides over course and takes medal. One-and-one-half-mile race for merchants' cup: S. T. Clark wins in 5.27½.
19. — Annual dinner of Providence, R. I., Club.
23. — Annual races of New Haven, Conn., Bicycle Club. H. D. Clark wins mile race. C. K. Billings wins mile race, best two in three. Tricycle race: J. Fowler wins, on "American Roadster," in 5.32½.
26. — Fall games of Columbia Athletic Club, New York. E. T. Webber, 40 yards, wins half-mile handicap race, 1.41½. John Keen rides three miles against time in 9.43.
26. — Prof. Rollinson makes a mile in 2.57½ at Milwaukee, Wis.

DECEMBER.

3. — Elsa Von Blumen completes her ride of 1,000 miles in six days at Pittsburgh, Pa.
13. — Exhibition drill of Crescent Bicycle Club at Mechanics' Fair, Boston.
19. — Fifty-mile race at Institute Building, New York. Geo. D. Gideon wins in 3h. 13m. 8½s; Howard, 3h. 14m. 13½s; Stearns, 3h. 18m. 45s; Smith and Vesey distanced. John Keen rides three miles in 10.16½. The times from six to twenty-one miles make the best American records.
25. — Christmas run by Massachusetts Club to Mattapan. The Capital Club, of Washington, D. C., run to the Soldiers' Home.
26. — W. D. Wilmot completes his record of riding every day in the year.

Fancy Riding in Baltimore.

THERE will be an exhibition contest, open to any Baltimore amateur, at Foster's Riding School, about the end of February. A gold medal to first, and silver to second, for excellence in the following mounts and dismounts, and "standing" the machine: Amateur mount, hub mount, pedal mount, vault mount with machine in motion. The same with machine standing. Pedal dismount, right and left foot. Leg over handle dismount, right and left leg. Safety dismount, straight back. Both legs over handles, or "coasting" dismount. Out of the competitors, Foster proposes picking a team of six or eight men, to do a fancy drill, and after sufficient practice, to challenge other similar teams for medals or trophies. This team will be uniformed in blue corduroy with silver buttons, blue peaked cap, blue stockings, white gloves, and standing collar. Team colors to be white and yellow, and each man to wear a silver badge. "Foster's Brigade," or whatever they call it, will do some fine work this season.

NOTE change in Lamson's badge advertisement.

BOUND copies of the BICYCLING WORLD, Vol. III., are now ready. Price, \$2 00, postpaid.

THE ILLUSTRATED BICYCLE PRIMER is received and for sale at this office. Price, 10 cents.

Mr. C. R. PERCIVAL expects to have his catalogue ready for circulation by the time this paper is issued. The catalogue has been for many months in preparation, and it contains a world of information regarding foreign machines. It has

thirty-two quarto pages and a great number of illustrations. Send Mr. Percival a stamp and get one.

L. A. W.

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

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

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

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

KEYSTONE BI. CLUB. — Additional: Geo. A. Little, 249 Liberty street, Pittsburgh, Pa.

GERMANTOWN BI. CLUB. — Additional: John A. Beck, care of A. Beck, Broad and Cherry streets, Philadelphia, Pa.; Jesse Williams, 136 N. 17th street, Philadelphia, Pa.; T. Howard Wright, 232 Walnut street, Philadelphia, Pa.

UNATTACHED. — Natt Brewer, Lexington, Mass.; Thos. A. Scott, Cadiz, Ohio; R. F. Foster, 1 South Calvert street, Baltimore, Md.

EXPELLED. — Mack Evans, Missouri Bicycle Club, St. Louis, and No. 2,191, L. A. W., has been expelled from his club and his League certificate returned to the corresponding secretary.

MASSACHUSETTS BI. CLUB. — Additional: Alden S. Bartlett, 72 Hanover street, Boston, Mass.; Charles E. Fol-

som, 111 Devonshire street, Boston, Mass.; William R. Griffiths, 45 Temple place, Boston, Mass.; George H. Swazey, 19 Doane street, Boston, Mass.; Herbert L. Sanborn, 96 Magazine street, Cambridgeport, Mass.; Andrew M. Ritchie, Brookline, Mass.; Frank Tent, Pacific National Bank, Boston.

CHAMPION CITY BI. CLUB.—Additional: J. A. Reid, Springfield, Ohio.

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.

25 January. Boston. Mechanics' Fair Building. Union Athletic Club games, to include bicycle races and club drill.

6 February. Boston, annual meeting and fourth annual dinner of the Boston Bicycle Club, at Young's Hotel.

1 February. Boston, Crescent Bicycle Club Ball, at Odd Fellows' Hall.

22. February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspices of the Missouri Bicycle Club. Entry free. No handicapping. League rules. Riders to start abreast, and all to be on the track together; pine flooring; track in perfect condition; 3 1-7 laps to the mile. Entries close 20 February, at 407 Chestnut Street. Prizes (presented by President Garvey, Missouri Bicycle Club): First prize, gold League badge, new design; second prize, silver League badge, new design; third prize, bicycle scarf-pin.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—I would like to inquire if there have been any instances known where riders have been injured by falling on or being struck by a *rat-trap pedal*? The cruel-looking serrated edges appear well adapted to scarify the legs and tear the clothing of any one accidentally coming in contact with them. If none have occurred, I want to try them. C. H. Q.

PORTLAND, ME.

Editor Bicycling World:—In answer to "Arcturus," I have used a specially-made viscid oil about as thick as molasses, to prevent my Harvard rear-wheel balls from rattling, with good success. I can get and send the receipt if desired. L.

Will "60," of Chicago, tell us how to get up a training machine; also, if he or any of his friends can give any information as to the cyclometer advertised by Fairfield & Taylor? "56."

LAWRENCE, 17 January, 1882.

Our correspondents are requested to direct all communications intended for the editor, or for publication, to WILLIAM E. GILMAN, 8 Pemberton square, Boston, and not to the BICYCLING WORLD. Our reason for this is that a new daily journal called The World has been started, and the similarity of names causes some postal confusion and consequent annoyance. Business letters to this office should be addressed to E. C. Hodges & Co.

Boston Amusement Record.

BOSTON THEATRE.—Denman Thompson in "Joshua Whitcomb."...BOSTON MUSEUM.—Dion Boucicault, "Arrah na Pogue."...GAIETY THEATRE.—Little Corinne and her Merry Makers....GLOBE THEATRE.—The Greek play "Edipus, the King." Next week, "Patience."...HOWARD ATHENÆUM.—Snelbaker's Majestic Consolidation....PARK THEATRE.—Maggie Mitchell in "Lorie" and "Pearl of Savoy."...WINDSOR THEATRE.—Frank J. Frayne in "Mardo."

TO BICYCLE IMPORTERS, AGENTS, etc. WANTED. By an English cyclist, a position as Salesman or Tutor. Would make himself generally useful; attend races if necessary; best of references; will be disengaged by 1 April. Boston or New York preferred. Address W. J. MORGAN, Bicyclist, St. Catherine's, Ont., Canada.

INSTITUTE FAIR BUILDING,
Huntington Avenue - - BOSTON, MASS.

TWO GREAT BICYCLE HANDICAPS

Will be run on SATURDAY EVENING the 28th January, commencing at 8 P. M. Doors open at 7.30.

PROFESSIONAL HANDICAP for a Purse. Distance, five miles. John S. Prince starts at scratch. Entrance fee one dollar.

AMATEUR HANDICAP. Distance, five miles. Mr. Lewis T. Frye starts at scratch. Prize, a trophy suitably inscribed. Entrance fee, one dollar, which will be refunded to each rider in the race.

Entries close with the Handicapper, Mr. W. E. Gilman, 8 Pemberton Square, Boston, at noon, on Friday, 27th inst.

The building and Five Lap Track is open each day for Bicycle and Tricycle riding and learning, from 10 till 3, and for training from 3 till dusk. Doors open at 7.30. Admission 25 cents.

FOR SALE OR EXCHANGE

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

BIG BARGAIN.—Fifty-inch Special Club Bicycle, half nickel, good as new, only \$110. Cost \$150. Owner desires to order larger size at once,—only reason for selling. Address: S. N. T., P. O. Box, 3374, Boston.

FOR SALE, CHEAP, A NEW 54 INVIN- cible Racer, ball bearings to both wheels, cowhorn handles, cost about \$120. For particulars, apply to J. MOODIE, JR., 16 King street, Hamilton, Ontario, Canada.

MISCELLANEOUS.

Addresses inserted in this department, \$6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 4,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

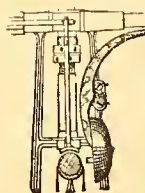
PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, \$4.00; Nickel-plated, \$5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
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HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

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RACING MEN will find in the *Wheelman's Annual*, specifications for Racing Machines, contributed by John Keen, champion of England, Lewis T. Frye, W. W. Stall, L. H. Johnson, and others. Now ready; price, 30 cents.



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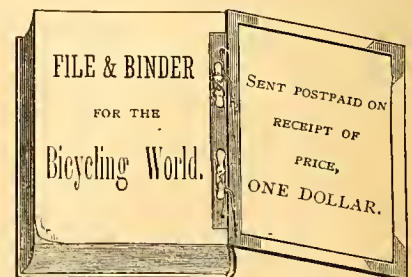
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WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK, ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.

No room in this advertisement for particulars, the attractions are so numerous.

Price, mailed free to U. S. A. 50 cts.

Or elegantly bound in cloth \$1.00

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GOY, The Athletic Outfitter,

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Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.

THE WHEEL, 75 Fulton street, New York.

KINGMAN N. PUTNAM, Corresponding Secretary, 54

Wall street, New York.

DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.

WM. M. WRIGHT, 791 5th avenue, New York.

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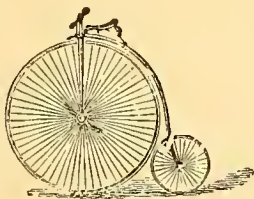
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Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors up to 50-inch, for..... \$41 00

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Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., \$26.00), looked as if the wrong card had been placed upon it, as IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

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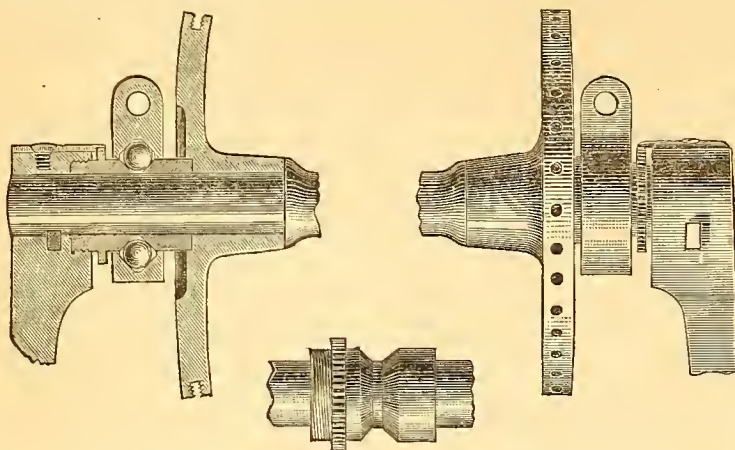
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The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
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4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.

5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.

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