

# THE Bicycling World

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William G. Gilman, Editor.

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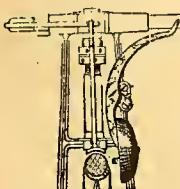
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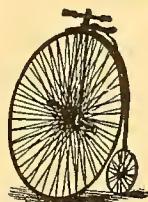
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Patent Applied For.

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THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. 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.

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D. D. NEVINS, Attleboro', Mass.

**CURRENT CALAMO**

ALL aboard for Worcester.

REMEMBER the Hingham races.

THE Milwaukee Bicycle Club has seventy members.

A MEMBER of the Milwaukee club has been seen riding on the Back Bay, lately.

A BICYCLE club has been organized at Salt Lake City, Utah, with twenty-two members.

ALL bicyclists should visit the New England Fair, and examine the exhibit of bicycles.

THE Montreal wheelmen are especially anxious for Boston bicyclists to attend their race meeting.

WHEN the floor of the exhibition building is cleared, it will be a good place to hold winter races.

THE San Francisco and Oakland Bicycle Clubs talk of giving an exhibition at the State Fair in Sacramento, next month.

THE prize medals for the Attleboro' races of the Columbia Bicycle Club will be on exhibition in the window of Tilden & Thurber, Providence, on 1, 2, and 3 September, and at Dyer's gentlemen's furnishing goods store in Bowdoin square, Boston, 5, 6, and 7 September.

THE Massachusetts Bicycle Club will meet at Trinity square, Boston, at 8 A. M. on Monday, 5 September, for a run to

Worcester, to attend the races on the 6th. It will dine at Hotel Wellesley on the 5th, and pass the night at the Marlboro' Hotel, Marlboro'. Leaving there at 8 A. M. on the 6th, it will ride directly to Worcester.

ALL wheelmen are cordially invited to attend the annual race meeting of the Montreal Bicycle Club (particulars of which are given in our "Coming Events"), and they may be sure of an enthusiastic reception from the Canadians. Full particulars of hotel accommodations, etc., will be sent there on application to Secretary Tibbs.

At the Mechanics' Institute Fair, Mr. Gooch, of Newton, has an exhibit of a nickel-plated bicycle, which compares favorably with any machine made in this country; but he has not taken advantage of the recessed hubs, and consequently the tread of the machine is broader than is necessary. The Pope Manuf. Co. and Cunningham & Co. have also fine exhibits.

E. P. TOLMAN, of Worcester, telegraphs us that all railroads centering in Worcester will transport bicycles to and from the New England Fair *free of cost*. This includes the Worcester and Nashua, Boston, Barre and Gardner, New York and New England, Providence and Worcester, Norwich and Worcester, Boston and Albany, and Old Colony Railroads.

CONSUL W. D. WILMOT, of Framingham, recommends the Framingham Hotel to all bicyclists passing through or visiting that town, as an excellent one in all respects. The prices are reasonable, and a discount of twenty per cent for single meal, and twenty-five per cent by day or week, will be made to L. A. W. members. Mr. Wilmot may always be found at the drug store opposite, and will be glad to welcome and tender courtesies to wheelmen calling upon him.

WE understand there are to be some novelties introduced at the Worcester Meet, next Tuesday, in the line of company manoeuvring, showing that a parade of several hundred bicyclists may aspire to something more than an exhibition of simple column riding. The new features will be interesting alike to the crowd of spectators assembled at the New England Fair, and to the fortunate participants in the parade. As free use of bugles and whistles is to be permitted throughout the line, there will be a merrier spectacle than is usually presented on such occasions.

**PERSONAL**

'ARRY PERCIVAL is the coming racing man.

"JUVENIS" says that "bike" and "trike" are vulgar expressions.

MR. CROSS, of the Providence Bicycle Club, gave us a call last Saturday.

MRS. BELVA A. LOCKWOOD, female lawyer of Washington, rides the tricycle.

C. A. PITKIN, of the Boston Club, has been wheeling in New York and Vermont.

MR. EDDY, of Flint, Mich., is in town, and is stopping at the New Marlboro' on Washington street.

CAPT. OWEN, of the Capital Bicycle Club, of Washington, has been in town during the past week.

CONSULS SHILLABER and DEAN have adopted the "Transcript" bell, and report it quite a success.

CAPT. SCATTERGOOD, of Albany, N. Y., is in town. He is the guest of Mr. Foudrinier, of the Boston Club.

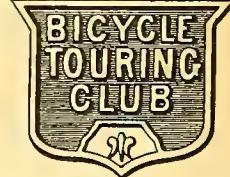
JOHN W. WILSON, professional, has purchased for his five-year old brother a 24-inch bicycle, which the youngster has mastered and rides in fine style.

IT is rumored that "old" Aiden of the Massachusetts is in active training, and will soon challenge "Juvenis" of the Boston Club to a ten-mile race.

THE champion American amateur, L. H. Johnson, captain of the Essex Bicycle Club, of New Jersey, will compete in nearly all the events of the present season.

"IKE" SHILLABER is selling lots of Phosphate to the Massachusetts Club. He claims it is just as stimulating as beer, and that the after effects are not so bad. We wonder how he knows what the effect of beer is!

HOWARD E. PARKHURST, ex-lieutenant of the Massachusetts Bicycle Club, and organist of Mt. Vernon Church, has declined a call to a professorship of music in Drury College, Springfield, Mo., at a salary of \$3,000.



THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over 4,000 names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 62½ cents), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say \$1.62½).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for \$2.50, which will cover the cost of International P. O. O. of silver badge, and of membership ticket.

To avoid difficulties as to amateurism, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

FRANK W. WESTON,  
*Chief Consul, U. S. A.*

SAVIN HILL, DORCHESTER.

**Special Notice.**

GENTLEMEN who have forwarded their applications for membership, and who have not yet received their membership tickets and badges, are requested to communicate at once with the Chief Consul U. S. A., giving the date when their application was made. The non-arrival of a number of tickets and badges, now overdue, seems to indicate a miscarriage in the mail.

FRANK W. WESTON,  
*Chief Consul, U. S. A.*  
 SAVIN HILL, DORCHESTER, BOSTON.



*As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 2 SEPTEMBER, 1881.

#### To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BICYCLERS should remember that they have political as well as social privileges and influence in their local communities, and see to it that they exercise them in the matter of the election of city and town officers. Let them use their influence and votes to secure the election of town officers and road commissioners who will be most likely to improve and keep in good condition the public streets and highways. The first impressions made on the minds of strangers driving through a town are produced by the condition of its streets; and no person of taste and judgment, seeking a location for a suburban residence, will ever choose a badly kept thoroughfare for a dwelling site,—a fact which too many town authorities are apt to overlook.

IT is a healthy sign for bicycling, and strongly indicative of its growing importance in the community, that leading metropolitan journals throughout the country are seriously discussing the relative rights of wheelmen and the proprietors of other vehicles in public thoroughfares. Nor is it less a matter of

congratulation that nearly every paper of any considerable influence arrays itself on the side of the wheelmen in their claim for equal right of way with other vehicles in public streets and driveways; for with the aid of this powerful moulder of public opinion, in conjunction with the intelligent and gentlemanly persistence of bicyclists themselves, these rights must speedily be conceded everywhere.

A POUGHKEEPSIE correspondent writes to know what are the rules governing bicycle races, and whether allowance is made for the size of wheels competing. The rules governing the bicycle races under the auspices of the city of Boston are as follows:—

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing or otherwise.

2. An amateur is any person who has never competed in an open competition for a stake, or for public money, or for gate money, or under a false name; or with a professional for a prize or where gate money is charged; nor has ever, at any period of his life, taught or pursued athletic exercises as a means of livelihood.

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

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

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

6. The drawing for positions in each race will take place at the judges' stand before the races.

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

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

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

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

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

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

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

These may answer the purpose of our correspondent; and we will add that the same things would constitute a foul in a bicycle race as in a foot race, such as passing on the inside, touching a fellow-competitor, or taking the pole when less than a length ahead. Of course, there is no allowance for the size of the wheel, and it would be unjust if there were. On a rough track, with a strong wind, the small wheels generally have the advantage. As to starting a bicycle race, the English method of firing a pistol is, we think, to be preferred to the word "go";

and the starting line should be designated by a piece of red tape.

#### EXCURSIONS, RUNS, ETC.

##### From Rhinebeck to Boston.

THE writer is, he thinks, the first clergyman in the city of Brooklyn to own and ride a bicycle. The capabilities of the steel horse in the direction of attractive out-door exercise, and especially in its practical value in making vacation tours, led him to venture upon the thin ice of popular prejudice. 9 July he mounted for the first time, immediately taking the initiatory header. Thenceforward he rode with increasing ease and dignity, a morning spin on the concrete in Bedford avenue and one Saturday afternoon trip to Coney Island and return (22 miles) serving as preliminary training for a much-dreamed-of vacation tour.

The ambitious dream was a journey to Niagara by way of the Hudson to Rondout, thence along the line of the Ulster and Delaware Railroad to Delhi, thence northward to Fonda, on the New York Central, and so westward to the great cataract. The swift "Mary Powell" brought him on 2 August to Rondout. Thence next day he joyously spun westward over two or three miles of the best macadam; but beyond that to West Hurley (where the train was boarded and the western trip abandoned) stretched seven miles of so-called "stone road," hilly and abounding in ruts, a veritable night mare to a bicyclist. An Irishwoman, standing in the door of a shanty, hailed the demure pedestrian trundling the 50-inch nickelled "Club" in front of him, "Say, 'Cap., do you grind tools with that?"

We resolved on trying the eastern bank of the Hudson, and found the good report of the roads of Dutchess County not without foundation. Three or four long hills lie between Rhinecliff and Rhinebeck; but thence, through Red Hook, Clermont, and Livingston, to the Blue Store ( $15\frac{1}{2}$  miles), there are few hills and little sand. From that point four miles of clay and hills are followed by six miles of smooth wheeling on a descending grade to Hudson. North of that city, for four or five miles, we found the clay rather bumpy; but through Stockport and Stuyvesant Falls to Kinderhook ( $12\frac{1}{2}$  miles), the slate roads were delightfully smooth, and continued so for four miles farther into Schodack, when a stretch of a few miles of rough, unridable hills prepared us to appreciate the fair gravel road from Schodack Centre to East Greenbush and Albany (6 miles). This ride of sixty miles during that week, when the thermometer marked  $98^{\circ}$  and  $100^{\circ}$  at noon, decided us in housing the machine at Albany, and taking an excursion by rail to Saratoga. Not many days passed, however, before we began to long for the saddle again, and had decided upon a trip from Albany to Boston.

From the summit of the hill at East Greenbush to West Lebanon ( $2\frac{1}{2}$  miles) the saddle can be kept for the most part, the most notable exception being the long and rough descents into the New Lebanon valley. From West Lebanon to Shaker Village (5 miles) is a good gravel road; thence to the summit of Pittsfield Mountain (2 miles) the machine must be pushed, but after that one need scarcely dismount before he rides into Pittsfield ( $6\frac{1}{2}$  miles). Beyond Pittsfield a veritable bicycler's *via mala* begins, and hardly ceases for the forty miles thence to Westfield. To the summit of Washington Mountain and North Becket (about 15 miles), few miles of the sandy road can be ridden, and the nine miles thence to Chester, over another mountain, must be travelled on foot. Thence to Westfield ( $18\frac{1}{2}$  miles) we rode between the tracks of the Boston and Albany Railroad, a dangerous and desperate measure to which the sandy roads drove us. The gently descending grade and the fine scenery were compensations for two or three heavy falls and the haunting presence of peril. The smoother riding between Westfield and the Connecticut bridge in Springfield was heartily appreciated after the experience that had preceded. The route from Springfield to Indian Orchard, against which much has been said, we traversed without leaving the pigskin; but from Jenksville to Palmer, a stretch of nine or ten miles, like the "forlorn and shipwrecked brother" in Longfellow's "Psalm of Life," we trod in the footsteps left upon the sand by all the brethren of the wheel who have gone that way. The road from West Brimfield to Boston ( $78\frac{1}{2}$  miles) is too well known to bicyclers to call for a description. Nearly all of it can be ridden without dismounting, except for hills.

The cyclometer distance from Albany to Boston is  $182\frac{1}{2}$  miles, and the writer was somewhat over four days in making it. The walking detracted little from the pleasure of the trip. We have slidden down the Breithorn astride an alpenstock, have jumped down the ashy cone of Vesuvius, have glided through the bazaars at Cairo on a blooded donkey, have run a horseback race with a clerical friend in the Jordan Valley, have threaded the sweet Swiss valleys, only to find on our common roads at home an excursion quite as unique and almost as enjoyable.

M. D. B.

### WHEEL CLUB DOINGS

**SOUTHBRIDGE (MASS.) BI. CLUB.**—The bicycle wave has struck this town, and the deadwood washed ashore has been collected and a club formed with eleven members, officered as follows: President, Geo. M. Lovell; clerk and treasurer, D. A. Reeves; captain, N. E. Putney. The machines owned are eight Standard Columbias, two English Xtraordinaries, and one Harvard. The first official club run was to Webster, 28 August, where our brother wheelmen enter-

tained us in a pleasant and courteous manner. We were taken to Union Point on the shore of a beautiful lake, where a clam-bake was served, including everything necessary to make a first-class dinner. The Webster brethren evidently understand how to conduct an affair of this kind, everything being done up Brown. Brothers Speares, of the *Æolus* Club, and Tolman, of the Worcester Club, were present, the former entertaining the company after dinner with a specimen of his fancy riding, which, it is well known, cannot be beaten by any other rider in the State. We wish to return our hearty thanks to the Webster brethren, and hope to be able to return the courtesy before long.

D. A. REEVES, Sec.

**NATICK BI. CLUB.**—At a meeting of Natick bicyclers, held 12 August, a club was formed and organized by the choice of the following officers: President, O. H. Burleigh; captain, Willard Norton; sub-captain, Frank Young; secretary and treasurer, B. L. Ryder. There was a good attendance, and the club starts under favorable auspices.

**MISSOURI BI. CLUB.**—The first meeting was held at the St. Louis Swimming School on 24 July, in response to a call. The following gentlemen were present: Thos. J. L. Meier, Arthur Young, T. H. Drew, Geo. G. Bain, Fred. Backus, Geo. Oeters, and Richard Garvey. The name of the club was decided upon, temporary officers were chosen, and a committee on constitution and by-laws was appointed. It was resolved that the club join the League of American Wheelmen. The uniform selected could hardly be improved upon for beauty, utility, and service, consisting of blue shirt, blue knickerbockers, blue stockings, and white polo caps. This will be the costume in use during the summer, and in the autumn, English corduroys will be adopted. After this the meeting adjourned to meet 26 July. Upon the latter date another meeting was held at the same place, the president in the chair; he afterwards appointed Mr. Garvey to the chair, and then formally resigned his position as president. In offering his resignation, Mr. Meier stated that it was his intention to visit Europe this fall, on business and pleasure; in the mean time, he would make all possible observations, and note everything that would be of any interest or benefit to the club. This resulted in an election of permanent officers, the office of vice-president being incorporated with that of captain. Mr. George Oeters was then appointed captain *pro tem.* The club is now thriving magnificently; it is already on a most substantial basis, and its club roll embraces the names of a number of the most active, enterprising, and energetic young men in St. Louis. The roster is as follows:

Richard Garvey, president; Geo. C. Bain, captain; Thos. H. Drew, secretary and treasurer. Thos. J. L. Meier, Arthur Young, Fred. Backus, George

Oeters, E. H. Gregory, J. Gazzam, Louis Kempff, E. M. Senseney, Lewis Lueders, John W. Stein, Thomas A. Allen, T. M. Gifford, James A. St. John, John M. Donaghue, H. B. Bringhurst, of Litchfield, Ill., and Henry Talbott, of Waterloo, Ill. The club holds its regular monthly meeting on the first Tuesday of every month.

### L. A. W.

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

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

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

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

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

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

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

*The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

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

### APPLICATIONS.

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

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

**UNATTACHED.**—Charles E. Freeman, 102 South High Street, Columbus, Ohio; F.W. Hequembourg, Box 1736, Bradford, Pa.; Will H. Brooks, Potsdam, N. Y.; C. J. Fox, Jr., B. U., B. T. C., etc., East Temple Chambers, White Friars street, Fleet street, London, E. C., England; Arthur Wellington Clark, Lawrence, Mass.

**MASSACHUSETTS BICYCLE CLUB.**—Additional: Samuel T. Parker, 29 South Market street, Boston, Mass.

**ROXBURY BI. CLUB.**—Additional:

W. H. M. Bellows, 545 Washington street, Boston, Mass.; J. E. Savell, 13 Walnut avenue, Boston, Mass.

**FORT EDWARD BI. CLUB.** — New: W. J. Taylor, C. W. Boutell, W. B. Millman, A. R. Wing, J. M. Barber, secretary, — all of Fort Edward, N. Y.

**MONTREAL BI. CLUB.** — Additional: George S. Plow, with F. Stephen & Co.; C. A. Lawford, with Bank of Montreal; Allan Arthur, with William Evans, seedsman; H. L. Putnam, with Hugh McLennan, — all of Montreal.

**DETROIT BI. CLUB.** — Additional: Charles D. Standish, Detroit, Mich.

**ARLINGTON BI. CLUB.** — Eben Fish, Harvey H. Pratt, Alfred R. Pratt, Walter E. Turfant, Carlos P. Faunce, secretary, — all of Arlington, Mass.

**DIRECTORS.** — Mr. Richard Garvey, 47 Chestnut street, St Louis, Mo., has been appointed director for Missouri, as colleague of Mr. F. M. Gifford, of Edina.

## RACES

### Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races. Prizes valued at \$250. Amateur two-mile bicycle steeple-chase, over sixteen obstacles, which are inclined planes twelve feet square and two feet high in the centre; three prizes, gold bicycle emblem and two gold medals. One-mile bicycle flat race; three gold medal prizes. Entrance fee, \$1.00; close 19 September. Address, Frank Gormley, 1035 Locust street, Philadelphia, Pa.

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

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds. The following events will be open to amateurs according to L. A. W. definition: One-mile championship of Canada, best two in three; prizes, \$50 and \$25 in value. Two-mile championship of Canada (straight away); prize values, \$50 and \$25. Two prizes, valued \$30 and \$20, for best exhibitions of fancy riding. Entries with full name, — club, if attached, colors, and when possible, size and make of wheel, with fifty cents for each event, should be sent to Horace S. Tibbs, Hon. Sec., P. O. Box 1733, soon as possible, and not later than 14 September.

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

9 September. Northern Ohio Fair Association. Bicycle races: Mile championship of Ohio, best two in three. Entries free and open to amateurs only. The prizes will be gold and silver medals, value \$75, given by the Northern Ohio Fair Association, and the race will be under the auspices of the local club. Entries must be sent to Alfred Ely, Jr., Sec. Cleveland Bicycle Club, on or before Saturday, 3 September, 1881.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 p.m.

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

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

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

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

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

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

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

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close

7 September. To secretary of games, P. O. Box 3101, New York City.

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

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

7 September. Bicycle races at the Aquidneck Agricultural Society's Fair (if stormy, the following day), beginning at 2 P. M.

**JOHN KEEN** won the mile professional bicycle race for the championship, a gold chronograph worth \$150, and \$100, at Wolverhampton, England, 3 August.

**KEEN AND DE CIVRY.** — The *Revue des Sports* says of the ten-mile race at Wolverhampton, which took place about a week after the twenty-mile race at Crystal Palace, described in our last issue: —

"A second victory has been won by our champion, F. de Civry, in a race with J. Keen, on Tuesday, 8th inst., at Wolverhampton, thus substantiating our confidence in him, and confirming our estimates of the first race with the redoubtable English champion, who, until now, has not been beaten in nine years in any race of from ten to twenty miles. This time it was ten miles only that our compatriot had to run. Notwithstanding the fact that he did not desire it, his competitor insisted upon his taking thirty seconds' start. As at Crystal Palace, the weather was frightful. At seven o'clock, the time for the race, the rain fell in torrents, but notwithstanding that, a thousand people were in position on the grand stand. The track, which only measures about 320 metres (five laps to the mile), was very heavy and full of water. During his first mile, which he made in 3m. 6s., De Civry lost some 40 yards of the 275 that he made in his thirty seconds' start; but at the close of the second mile (6m. 18s.) he had regained the lost ground and 15 yards more, which he increased to 30 at the end of the third mile (9m 25s.). After a formidable spurt of his adversary, Jack Keen was overtaken, making the Frenchman one lap ahead. Pretending, then, that his arm was lame, Keen threw up the race and declared himself beaten, and invited De Civry to dismount, which he did at the end of four miles, run in a beating rain in 12m 55s. These two successive victories of the French champion over such a competitor should place him without doubt at the head of the best English racers."

**MARLBORO'.** — The second club race of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, on Monday, 22 August, distance, one mile. The following is the summary: Arthur Curtis first, in 3.31; George E. Frye, second, in 3.33½; John Sawin, third, in 3.35. F.

**MARTHA'S VINEYARD.** — At Cottage City 3,000 persons assembled about Ocean Park, Friday afternoon, 19 August, to witness the second day's racing in the series for the *Herald* and citizens' prizes. The whole course around Ocean Park

and the cottage fronts along Ocean avenue were thronged with spectators. The entries for the race were: H. E. Lombard, Cambridgeport; Abbot Lawrence, Lowell; George E. Whittaker, Hudson; S. T. Kaulback, Malden; H. S. Owen, Washington. Whittaker won the three successive heats, being pushed by Kaulback in the first two. Kaulback came in a good second. The time for the two miles was 7m. 41½s., 8m. 14½s., and 7m. 51s. Considering the course, this is very good running. The final race in the series was run on Friday of last week. The entries were Kaulback, Whittaker, Chas. M. Stowe, Hudson, Harry Percival, Boston; Joseph Patry, Hudson; and E. M. Bent, Cochituate. In the first heat Kaulback and Bent had it most of the way, closely followed by Patry on the last lap, with the others trailing behind. Bent won in 7m. 40s., thus lowering the record. In the second Bent crossed the line the winner of the heat in 7m. 35s. In the third heat, the racing was all done by Bent, Kaulback, and Patry, Whittaker contenting himself with one lap, and then retiring. As between Bent and Kaulback, the run was a pretty one, but Bent was first at the finish, as usual; tim., 7m. 42s. The judges then decided to have the tie between Bent and Whittaker run off within half an hour; but subsequently decided, as Bent was very much fatigued and somewhat ill from the hard riding in the afternoon, to call the race at nine o'clock next morning. Whittaker protested, and went over the course alone. Next morning Bent ran the course in 7m. 47s., being accompanied by Kaulback, and to him the judges awarded the first prize; second to Whittaker.

**CHATHAM, N. Y.** — At the Fair Ground, 25 August, the programme opened with a match, in which Miss Elsa Von Blumen was to ride a mile in less time than "Dan," a sorrel trotter from Albany, could cover one and one half miles. Miss Von Blumen appeared in a neat and appropriate costume, and rode a 48-inch wheel over the track, which was in an execrable condition. In the first heat, horse and bicycle got the word on the first attempt. The horse, of course, led off round the turn, and widened the distance to the quarter pole, where it led about one hundred and fifty yards. The horse scored the half-mile in 1.20, the mile in 2.59, and one and one half miles in 4.43. Miss Von Blumen's score was: half-mile, 2.05; mile, 4.10, giving her the first heat. In the second heat the horse covered the one and one half miles in 4.32. Miss Van Blumen made her mile in 4.22, and won the heat and race. The principal contest of the occasion, and the one that elicited the most interest, was the race between George E. Patton and Walter J. Beebe, of Chatham. Patton was to ride a bicycle ten miles, while Beebe ran six miles, for a purse of \$40. Beebe made a brave effort to accomplish this feat of speed, but was finally beaten by over half a mile, in 47.21. Beebe's time, as recorded

for each of his five completed miles, was respectively as follows: 6.43, 9.15, 9.00, 9.09, 9.00. The last mile was not completed. Patton's time by miles was as follows: 4 18, 4.35, 4.25, 5 10, 4.56, 5 27, 4 48, 5.12, 4.07, 4.23.

**ÆOLUS (WORCESTER, MASS.) CLUB.** — The second contest for the badge and colors took place on the Driving Park, on Thursday, 25. The half-mile race was won by Spiers in 1.46, with Brown second, in 1.56. Higgens had the misfortune to get thrown from his machine at the quarter pole by striking a bad place in the track, which was to be regretted, as the three leaders were in a position for an interesting finish. The two-mile race was won by Higgens in 7.39, with no one near him during the time. Spiers did not start. For the fancy riding, Higgens, Spiers, and Brown entered. Spiers and Higgens scored 293 points each, and will therefore keep the badge and colors that they won in July till the September Meet.... We have inaugurated a morning drill at 5.30; and out of nineteen members, we turned out on Wednesday last, nine men, and Saturday, eleven men.... We are anticipating a large gathering at the New England Fair races. The Fair officials desire to do all that is possible to make a perfect track and both clubs will do all they can for the comfort and pleasure of their guests.

**ÆOLUS.**

AT the Caledonian Club (Boston) games at Arlington, Mass., Thursday, there was an amateur three-mile bicycle race for gold medals, — three prizes, — but there were only two entries, Messrs. Harry Percival, of Boston, and S. T. Kaulback, of Malden; and these gentlemen competed, but the track was not good and the speed was not sufficient to awaken much interest, nor was the time recorded. A number of headers were taken by both gentlemen, but without serious accident to either except a slight wrist sprain to Percival. Kaulback took first prize and Percival second. The former rode a 54-inch machine, and the latter a 50-inch machine. There was also a professional race, one mile, for the third medal, competed for by John W. Wilson, Luther W. Porter, and James E. Edwards, all of Boston. Porter took the lead, followed by Edwards, but Wilson passed both on the second lap (the track was eight circuits to the mile), and kept the position to the end; Porter second.

**DAYTON, O.** — The Dayton Bicycle Club has determined on holding a tournament, in which all the clubs of the State will be invited to participate. They have arranged with the Southern Ohio Fair Association, and the race has been set for Thursday, 29 September, at one o'clock in the afternoon. The association offers a premium of \$100 in gold, \$50 for the one who makes the best time, \$25 for the second best, \$15 for the third, and \$10 for the fourth. The race will be one-mile heats and the best two

in three. The club will issue their invitations to all the wheelmen in the State, and the novelty, as well as the interest in bicycles, will probably draw a large attendance.

### NOTES, QUERIES, ETC.

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

A SAN FRANCISCO correspondent asks concerning tricycling by ladies in this section, and would like to learn from personal experience about the utility of the three-wheeler.

We are continually receiving requests for individual and disinterested experience of the merits and demerits of the "American Star" bicycle, from such as have "tried it on." We published two accounts last week, and our columns are open for more. We have understood there is one in the Crescent Club of Boston; if so, will the rider please rise and explain?

**Editor Bicycling World:** — "Pedal Pusher" will find that the League uniform is as reasonable in price and as serviceable for wear as anything he can obtain. In regard to color, a dark gray is preferable to black or brown, on account of not showing the dust. The lantern holder made by Jackson & Frisbie, of New Haven, is probably the best device yet introduced for carrying a lamp, although a lamp is not desirable for a long tour over rough country, owing to the fact that the best riders can rarely escape without a header, and few care to ride at night after a day's journey. AN OLD TOURIST.

**Editor Bicycling World:** — In answer to "Pedal Pusher's" inquiry, I would recommend the following costume for general touring: Pants, of a grayish color, and of any material but corduroy; gray shirt and blue stockings; also, don't forget to take (when on a long tour) a small waterproof cap to protect the contents of your pockets. (I know this from bitter experience.) For a hat, I would use a straw one, with a moderate-sized brim, to be turned down all around in hot weather; canvas shoes, as they do not tire the feet as others do. This is not a very picturesque costume, but it possesses the merit of being comfortable. METEOR.

BOSTON, 26 August, 1881.

**LIGHT WEIGHT RECORDS.** — In the last issue of the *World* appears the riding record of a heavy wheelman, who has covered 1,600 miles since 1 April. As an offset to this, I give the record of a light-weight Jerseyman, who practically commenced his year's riding on 1 May. Mr. J. Warren Smith, E. Bi. C., Consul L. A. W., has ridden 2,100 miles from 1 May to 1 September, mostly over the smooth macadams of Orange; riding in May 400, June 500, July 600, and August 600 miles. Mr. Smith weighs 120 lbs., and has ridden, exclusively, a 52-inch Harvard Roadster, with cradle spring, rubber handles, and an Excelsior cyclometer; which combination was probably rather heavy for a man of his weight. His wheel cost 35 cents for repairs during the four months. .... Captain Johnson, of the Essex, has ridden since 1 March, 2,100 miles on road, his longest day's run being on August 27, 100 miles in 10h. 10m. His weight is 150 lbs.; machine, a 56-inch Harvard Roadster, weighing, with everything attached except rider and lamp, 52 lbs. There have been no repairs, the machine never having been down. NOAH ARK.

**VALE LIGHT ROADSTER.** — Will some rider of this machine please give his experience with it upon ordinary and rough roads? The points about which information is especially desired are: 1. Is the wheel as rigid and strong as an ordinary one of heavier build? Has it ever buckled or become untrue. 2. Is the curved handle bar an additional comfort? How do the front bearings wear? 3. What effect do sharp stones have upon the D. S. H. rim? Does the tire loosen in road riding? Any information will be grateful to IXION.

### CORRESPONDENCE

Montreal.

**Editor Bicycling World:** — What has come over our "Club Dawg"? I am afraid something must have disagreed with his canine stomach, or else much running hath made him mad. The idea of saying that I, "K. K.", and the "bugler" are one and the same person! Why, Mr. Editor, I would not know what end of the bugle to put to my mouth should I try to blow. We had a very pleasant trip last Saturday (13th); and now methinks I see sundry of our wiseacres loosening

their collars, settling their spectacles, and exclaiming, "Oh, yes; it is very easy to tell who wrote that piece": but even at the great risk of being taken for another fellow, I will go on and tell you of the jolly time put in last Saturday and Sunday by the Montreal Bicycle Club. We left the city Saturday afternoon about 3 p. m. and started for Sault au Recollet, with a stiff gale in our teeth the whole distance. We had five riders with us who were experiencing the delights of their first road ride. in this case their pleasures being augmented considerably by the high wind. After sundry adventures, we arrived at the half-way house, about five miles out, where, after refreshing our inner man, the "tyros" compared their wounds and bruises, which seemed to afford them great satisfaction. They all seemed to be fitted with "boil bearings" to both seats, but it must be confessed they bore their pains with heroic fortitude. On the way out, A. A. was seen to be engaged several times in a friendly contest with his machine as to which could stand on their heads the oftenest within a given distance. The judges gave the preference to the machine, on the ground that A. A. invariably was stretched out on the ground, while his "52" stood erect with the little wheel waving triumphantly in the air. Well, time passed on until the hour arrived for the "greenies" (I had better take the opportunity of calling them that now, for in a week or so they will be quite old riders) to return; which they did, with the wind, which still kept up, in their rear, while the gallant few again resumed their weary struggle with rude old Boreas. Sault au Recollet was at last reached all safe and sound with the exception of the bugler, who came a pretty "crumpler"; cause, three ruts one after the other. When he got up, the handle of his "54" was bent like a "Yale," only more so. However, a smithy on the roadside soon put it to rights again. After a few minutes' stoppage at Sault au Recollet, away we wheeled for St. Vincent de Paul, and certainly the road for about six miles was a sufficient recompense for the tough time experienced in getting that far. Imagine a road running straight away for nearly three miles on the footpath alongside the fence, about three feet wide, as smooth as the palm of my hand, and entirely guiltless of stones, large or small. Then add to that the very fine gardens — one in particular, attached to a convent — that we passed, and I think you would agree with me in saying it was worth while undergoing a great deal of toil to enjoy such a pleasant ride. We soon reached the ferry, — a primitive old arrangement, consisting of a flat-bottomed scow large enough to take on a large hay wagon and a team of horses, yet easily navigated by two small boys, who were superintended in their labors by an old one-armed Frenchman, who smilingly demanded "*Dix sous, Monsieur, si vous plait.*" We crossed safely, and

after surmounting a very tall hill, found ourselves on the outskirts of the village of St. Vincent de Paul, and in ten minutes more we were all busily engaged in washing off (and down) the effects of our run at mine host Bertrand's. Here we intended to stop for the night, and after having supper we strolled through the village, the "observed of all observers." After sauntering around for a while, and viewing the outside of a large penitentiary that is in the village, we returned to the hotel, where our captain's musical abilities, assisted largely by the "Growler" and "'Arry," enabled us to pass a very pleasant two hours. Our "bugler" volunteered a solo on his bugle, but it was thankfully declined. Shortly after we retired, a party "from the country" came in and ascended to the parlor, and opening the piano, began a song which was shouted at the extreme top of a by-no-means despicable pair of lungs. After enduring this as long as possible, our "Growler" got up, and with murder in his eye-glass and a three-legged stool in his fist, stole quietly along the corridor to murder the "musicianer." Appalled by the ghastly apparition, the "musicianer" fled, and the "Growler" returned triumphant, and soon the whole house sank into a peaceful repose, broken only by the musical snores proceeding from "'Arry's" English nose. On wakening the next morning, the bugler thought he was in duty bound to waken the rest of the club, which he did in a most heartless and fiendish manner. After breakfast we got outside, and our spirits sank when we saw cloud after cloud arising, and finally a fine, drizzling rain came down, with every promise of a wet day; but about noon the sun came out as if he had only been playing a little joke on us, and had been laughing in his sleeve at us all the morning. At 1 P.M. we started for Terrebonne, six miles, which we reached at about 2.30 P.M., having spent a lot of time on the road in various occupations. We had dinner, and afterwards we strolled out to see the place. It is a very pretty place in summer, and well worthy of a visit. One residence in particular, that of the Lady of the Seignory, would compare very favorably with that of anything we have in town, situated as it is on the brow of a small hill, with a beautiful and well-kept lawn stretching out before it, down to a pretty little river as one would wish to see. On leaving the village, we were escorted part of the way back by a numerous delegation of the Terrebonne Tricycle Club. We left Terrebonne about 4.30 P.M., and reached Sault au Recollet at 5.45, having made the thirteen miles or so in 1h. 15m., including stops. While we were at dinner at Terrebonne our "Frenchman" came out strong. The pretty girls who waited on our table asked us, "Cochon de lait, Monsieur, m Roas Bif Rouge?" We didn't know what "Cochon de lait" meant; but not to show our ignorance, were going to ask for "Roas Bif Rouge,"

when our Frenchman explained that "Cochon de lait" meant "sucking pig," and then wanted to know if he was not just exactly the proper person to talk French. Of course we all admitted his claim, and "'Arry" said, "Oh, yes; you are quite too utterly too too." By the way, that same "'Arry" is a "most intense young man." With the exception of a great rivalry between the "Growler" and the "bugler" as to who should first get into the good graces of the "maiden fair" who waited on our table at Sault au Recollet, and who waxed so boisterous that our captain had to tell them to "haud yere tongues, ye blathering skypes," nothing of any great importance occurred, and 5.30 A.M. next morning found us on our way home; and although we did not do anything very great in the way of mileage, yet the amount of solid enjoyment we managed to cram into the short time we were away was simply immense. K. K.

MONTREAL, 12 August, 1881.

#### Chicago Notes.

*Editor Bicycling World:*—Messrs. Dean and Runnion concluded to take a wheel trip to Joliet last Sunday, —forty miles. The road was too dusty for them, however, and when they reached Lemont they concluded it was far enough, and turned back. The highway was broad enough for any ordinary people; but a Texas steer happened to have the right of way, as he thought, and took offence at the bicycle. This is what we call bull-headed reasoning, and why some park commissioners are likened unto the bovine. Mr. Dean happened to be ahead, and Mr. Bull made a dash at him, locking his horns in the spokes, and tossing machine and rider over his back. Mr. Dean landed on the creature's back pretty much the same as a pair of saddle-bags would, and had a free ride for a moment until he fell off. Mr. Runnion immediately secured a resvd seat in the peanut gallery of a neighboring fence, and safely viewed the fracas. Strange to say, the only damage done was a spoke slightly bent, not even the paint of Mr. Dean's machine being scratched. ... For the first time in the history of the Chicago Bicycle Club, we failed to have a quorum at our last bus'ness meeting. Cause, everybody out of town.... We are revising our by-laws. At present they are too cumbersome and weighty, and it is suspected that the awful penalties and things contained therein scare off a good many would-be members. If secretaries of other clubs will kindly send us a copy of their rules, the courtesy will be appreciated. Of all the club regulations we have seen thus far, those of the Massachusetts Club are the most concise, and are gotten up in very neat form. We shall probably imitate their style somewhat, unless they have it copyrighted! ... A most fearful and wonderful machine has appeared at Mr. Fairfield's repair room, in the shape of a

French bicycle, bearing the simple name of "L'Noiset Brevide, Bruxelles." The wheel consists of one hundred fine piano-wire spokes running into nipples at the hub, two spokes to each nipple; making a most beautiful wheel, but bad to true up.... The new Premier elliptic spring, as used by President McClure, is pronounced by him a success. It is the easiest thing we have ever seen in the way of patent springs; but after all, there is nothing like the plain spring as used on the "Columbia" or "Harvard," provided it is made to weight. But the majority of people buy a machine with springs calculated to carry an elephant, and then find fault with the principle because they do not carry a light weight easily. The worst feature of the plain tail spring is the rattling in the loop or slide. The socket slide has proved very agreeable in our experience, and gives no trouble, except perhaps the oozing out of oil used in lubricating.... A "Howe" bicycle has just put in its appearance here as a candidate for favor. It is understood to be a favorite with the Montreal Bicycle Club, and on that ground Mr. Fairfield bought one to try its merits. It has direct spokes locknutted in gun-metal holes, Stanley head, adjustable step like the "Centaur" (which, by the way, is the most preferable way of adjustment), and double-ball bearings, brazed to the hollow fork. This latter feature is a good one. On the whole, while possessing some good points, it is an ordinary machine, not to be compared to the "D. H. F. Premier," or "Harvard." We used to have great fear of gun-metal hubs and direct spokes, but so far they have proven to be much less trouble than the nippled. They look better, are easier cleaned, make a more rigid wheel, are probably less liable to allow the wheel to buckle, and altogether are more desirable. Such has been our experience, and nearly every machine in Chicago, so far as we have seen, are now direct spoked.... We are anxiously awaiting the decision of the Central Park Commissioners in that test case. It seems to go along slowly, but we trust surely for the interest of the defendants. ... Mr. I. W. Johnson departed for England a week ago, to be gone a year.... Mr. Cragin, of the Boston Bicycle Club, who has been one of us for a month, has gone to Warsaw, Ill., to reside.... Secretary Ayers is back from the Black Hills, and reports the wheeling of Minnesota and Dakota perfect. The natural roads of that region, untouched save by the itinerant wheel of the prairie schooner and freight wagon, are smooth, hard, and without dust. They resemble asphalt in appearance. The earth is of midnight blackness and roads, consisting of two smooth, level ruts, branch out over the prairies in every direction. There are frequent gradual rises of ground that could be easily ascended on the bicycle, but which would make a splendid coast down again, of three or four miles in length.... Mr. A. G. Beaumont, ex-sec-

retary *pro tem.* of the Milwaukee Club, spent a few days with us preparatory to departure for Denver, Col., where he proposes to hail from in future. . . Mr. R. L. Taylor has sold his "Stanley," and bought a "D. H. F."; says the "Stanley" goes easier, but the "D. H. F." is more rigid and steady. STENO.

## Cleveland.

*Editor Bicycling World:*—The State Meet at Columbus and race for one-mile championship of Ohio, to take place here 9 September, are at present the topics of conversation among local wheelmen, it reaching its culmination on Friday, 19 August, when the club decided to wheel out to the track and see what could be done. We don't feel any better, and in fact are fast recovering, as mile heats in 5.52, 5.12, 4.20, and 4.22, and quarters in 1.01, .59 $\frac{1}{4}$ , and .55 $\frac{1}{2}$ , about took the wind out of our sails, and we returned wiser and sadder. While at the track, things were made a great deal livelier than the time made would indicate, by jockeys, rubbers, and hangers-on in general setting a ferocious bulldog upon the riders. . . Our youthful unattached, after going out to the track and making a mile in 9m., is crazy to enter in a race. . . One of our new club members, on a recent run, took nine headers, by a government gauge, and walked more than half way home. . . Three brothers have been giving an exhibition with a bicycle on a tight wire, strung over Rocky River, for the last ten days. They use an ordinary bicycle with tire removed, to which at the hubs is attached a double trapeze, on which two do various blood-curdling feats, while the third on the machine propels them across the wire, a distance of about eight hundred feet. . . A friend and myself had an elegant ride on Thursday, 12 August, from here to Elyria (30 miles). Starting from the city at 3 P. M., we rode out Detroit street to Rocky River (10 miles), over a very dusty road; time, 55m. After watching the athletes on tight wire, mentioned above, and refreshing the inner man, we proceeded on our journey, and almost immediately struck sand for about a quarter of a mile, after which we found very good riding to Elyria (for this section), excepting about a half mile more of sand between West Dover and Ridgeville. Few incidents worthy of note occurred during the trip, except being caught by a little shower just as we had dismounted to go under a tree, and when an excited woman exclaimed, "Sarah, look at them tight-rope walkers!" Arriving in Elyria at 7.15 P. M., we proceeded to the Beebe House, where we, in about one minute, filled the hotel office with an excited crowd, the majority of whom had never seen a modern bicycle before. While "washing up," a tall man, with full beard, stepped up to me and said, "Member of the press; what time did you leave Cleveland?" I was scared, but by a hard effort I calmed myself sufficiently to say "three o'clock," and at his myste-

riously disappearing a minute afterwards was about used up. After eating supper, we sailed out in full uniform, and after making a call, finally took a late train for home. . . The subject of club headquarters is being agitated at present, with a prospect of having them some time this fall. . . The uniform of the club at present consists of knee-breeches and short coat, buttoning to the neck, with a cadet collar,—material, white flannel,—dark-blue stockings, and helmet hat of the Massachusetts Club pattern. This makes a very pretty uniform, thought quite startling at night, and has been much admired since worn. . . There is a rider here who has caused some little notoriety by his solitary habits, and the queer manner in which he rides his machine, and many funny things are told about him. He is said to ride with his instep on the pedal instead of the ball of his foot; and I saw him one evening riding up Euclid avenue in a terrible rain, clad with a rubber coat, while the cobblestones were covered with an inch or more of water and mud. On another occasion, a club member, in riding past him, courteously touched his hat, while he looked on in blank amazement with mouth open. . . We had the pleasure of a call from Mr. Herbert N. Kitchell, of the Cincinnati Club, and brother of Director Kitchell, who, with Capt. Reed, of the Cincinnati Club, had just wheeled from Cincinnati to Sandusky in five days.

CLEVELAND, O., 21 August, 1881. RELCYCIB.

## Scranton, Pa.

*Editor Bicycling World:*—Since my last letter, interest in 'cycling in this city has advanced somewhat by the arrival of several new machines, among others a light "Harvard roadster," of which your correspondent is the happy possessor; several other "Harvards" have been received by various members in our club. Our captain, Mr. A. J. Kolp, who has been spending his vacation in Lancaster County, this State, returned last week. I make a few extracts from his log-book, which will be of interest to readers of the WORLD: "20 July. Left Scranton for Harrisburg by rail, arriving at 3 P. M.; remaining over night with friends, I left at 11.35 with my wheel for Marietta, distance twenty-five miles. Rode one half mile on towpath and one half mile on turnpike to Baldwin (three miles), arriving at 12 M. Preferring towpath to road, I left at 12.15 P. M.; arrived at Middletown (nine miles) at 1.45. Experienced great trouble from tree branches overhanging path; although protecting one from the sun, it prevents making good time, knocking off one's cap, and in fact, riding the rider sometimes. I experienced one such mishap when, after dodging a small limb, I struck a large one, which swept me from the saddle. Grappling it with my hands, I found it would not bear my weight, and I fell to the ground, landing on my back. I left Middletown by towpath at 3.15. The limbs causing so

much trouble, after riding five miles I tried the road again, which proved so hilly, my brake being also broken and useless, I gave it up, taking the train to Marietta. Left here for Mountjoy by turnpike at 6.25 P. M.; found it excellent wheeling, the road being limestone pike. Made the distance (nearly seven miles) in forty minutes, without a dismount. This being so fine a run, I made the trip several times during my stay at Marietta, where I spent most of my time. I can recommend this road to 'cyclers who may visit this part of the State.' . . . The proposed excursion from Honesdale to Port Jervis and Milford will occur about 15 September; the run from Honesdale to Port Jervis (fifty miles) will be made by towpath. It is expected from twenty-five to thirty wheelmen will make this trip, and that we will be joined at Port Jervis by others. The roads in this locality to Milford, Bushkill, and Delaware Water Gap are the finest. In my next I will give the programme of the trip complete, in order that clubs can make their arrangements to join us. . . Our club received their cards from Secretary Putnam last week, so we are now full-fledged L. A. W.'s. . . Mr. Frank Hinman, of the New Haven (Conn.) Bicycle Club, was in town last week. During his stay he showed us some fancy riding, and gave us points of interest in the art. Mr. Hinman is a gentlemanly bicycler and we're always glad to meet such. . . The Honesdale Club, while taking a turn in the park one evening last week, were agreeably surprised at the appearance of a member of the Essex Club of Orange, N. J., mounted on a 58-inch machine, having made the run from Port Jervis (fifty miles) by towpath, in eight hours. . . The Lackawanna Agricultural Fair, 26, 27, and 28 September, promises to be a success. During the fair there will be two races for amateurs.

F. C. H.

SCRANTON, PA., 27 August, 1881.

## Milwaukee.

*Editor Bicycling World:*—For some time past, up to the present writing, wheeling notes among clubmen have been scarce; but this unnatural dulness is only the usual concomitant of the "summer" vacations which usually occur at this season of the year among the wheelmen who form the Milwaukee Bicycle Club, and on account of the absence of many prominent club members from the city, the Friday evening drills and runs have been discontinued until 9 September, when we hope to see the usual large attendance at all the meetings thereafter. Last Wednesday evening twenty "green and grays" wheeled over the drives in Schlitz Park, and by special invitation of the manager, they marched into the spacious hall and took seats reserved for their benefit, and listened for two hours to Claude's delicious music, and partook of the sparkling b—. "Did you say beer?" During the intermission the audience were convulsed with laugh-

ter by the freaks of Oscar and the director, who are occasionally let loose upon a long-suffering people. The director specially distinguished himself by kicking six full beer glasses, held by a jovial German waiter above his head, into a thousand fragments, whereupon said waiter demanded a "knowofer" to satisfy the damages to glasses and self. During the concert, Sub-Captain Reed's S. H. F. and Meinecke's D. H. F. Premiers, full nickel, were stacked before the admiring gaze of the audience. Our honorable secretary, A. C. Jones, has received letters from the managers of the Jefferson and Janesville fairs, who extend to us an invitation to attend their fairs on 17 and 18 September, and at the same time pay all our expenses. The boys are considering this liberal offer; and up to the present time, Messrs. Reed, Rogers, Hathaway, Richardson, Messer, and Pierce have consented to go. 'Tis reported that Doc. and Butler have trick riding to perfection, and have occasional exhibitions before the college. The numerous friends of Allen J. Beaumont regret exceedingly his removal to Colorado, and every one feels deeply the loss of an enthusiastic and elegant wheelman and a jovial companion. Messrs. Harry Weller and Ed. Chapman, third luff, have returned from an extended tour through Montana, Dakota, and Minnesota. Mr. Meinecke has received his full-nickelled 53-inch D. H. F. Premier, and feels deservedly proud of his beautiful wheel. We all hope Butler will color the "putty" handles when he arrives at his new home, that they will not be so distinctly apparent at evening calls.

'CYCLUM.

MILWAUKEE, 23 August.

#### Dastardly Assault.

*Editor Bicycling World:*—Mr. E. A. Durrell, a member of the Portland Bicycle Club, was riding a few days ago on Sunday, in the vicinity of Old Orchard Beach, Me., when he was maliciously run into, his machine run over, and himself barely escaping serious injury. It happened thus: He was riding slowly down a hill (using a brake), on his own side of the road, when he was met by a man and woman in a wagon, who when first seen were on *their* own side of the road; but when the man caught sight of the bicycle he deliberately crossed the road at a point where a deep gutter made it impossible for the wheelman to avoid him. The bicycler spoke to the man, asking him to give him room; and finding him intent on wrecking him, drew his handkerchief and tried to make the horse sheer out; but the animal was too old or blind to mind it, so the thill of the wagon struck the fork, the wheelman was thrown on his head and shoulders, and bruised badly, and the bicycle was run over and rendered unridable. The indignant expostulations of the wheelman were answered with laughter, jeers, and abuse. This seems a very aggravated case. The wheelman is a careful rider and a gentle-

manly and inoffensive young man. He could not ascertain the man's name at the time, and having recovered from his bruises and had his bicycle patched up, he has not taken any steps to bring the miscreant to justice; but our club are quite excited and indignant over the matter, and are not willing to have the matter drop without teaching these wretches of horse drivers that wheelmen have *some* rights and mean to maintain them, and to that end they will ascertain the identity of the man, and summoning witnesses, who were fortunately at hand at the time, they will proceed against him in a court of justice. I will notify you of the progress of the case. C. H. LAMSON,

Director L. A. W., Maine.

PORTLAND, 26 August, 1881.

#### Too Bad.

*Editor Bicycling World:*—The experience of H. J. Metcalf, of the Framingham Bicycle Club, will probably convince him that it will pay to carry a lantern in the future, and is a lesson for others. As he was riding in the dark over a private way leading from the camp meeting at Lakeview, Thursday night, he turned out for some one on foot, and got his wheel between the horse and front wheel of a team. Fortunately Mr. Metcalf was not hurt, but the horse got his heels into the wheel and kicked the machine all to pieces, so that Mr. Metcalf only picked up the backbone, fork, and tire of large wheel, and left the rest. \*\*\*

MR. T. T. GILMER, from whom we shall be glad to hear at any time, writes, under date of 26 August, from Charlotte, N. C., of bicycling in his section: "Being a subscriber, and not seeing any correspondence from this State, I take the liberty to write and let you know the wheel is appreciated in this section. Bicycling is scarcely six months old here, yet we have eighteen or twenty riders, and will organize a club in the fall. The WORLD is read with interest by all, and I hope to send you several subscribers ere long. One of our veteran riders, W. E. Shaw, had a bad fall recently, which will incapacitate him for riding until many weeks."

OUR Nashua (N. H.) correspondent, "Nashoonon," says that wheelmen in that place look for the weekly arrival of the BICYCLING WORLD with much interest, and he extends his hearty wishes for our prosperity, for which which we gratefully thank him. He adds: "The bicyclers of Nashua will give a public exhibition of trick and fancy riding, 17 September, at which time Master George Gerard, of Portsmouth, who has been riding a 'Mustang' for only the past two months, under the personal supervision of Director Hazlett, will be the main feature. He is also expected to be at Worcester the 6th. He is the most plucky boy we have seen, and his manner of handling the bicycle is wonderful. Director Hazlett and Consul

Davis will accompany him, and assist at our first and miniature 'Meet,' on which occasion the time will be consummated, and we shall expect the birth of a vigorous boy, who will be christened 'The Nashua Wheel Club'; and we trust to see it speedily develop into rugged manhood."

**MISHAP TO BICYCLE RIDERS.**—Yesterday afternoon Martin Rudy, Jacob Shirk, and Thad. S. Herr started to ride to the Volksfest on their bicycles. They made fine progress through the streets of the city, proceeding in the order named, and attracting considerable attention by their graceful and skilful riding. Arrived at the park, on entering the grounds Mr. Rudy, observing the steep decline, slackened speed, while Mr. Shirk, who was directly in the rear, kept on and went ahead. Rudy, seeing this confidence in his companion, fell in behind at a rapid pace. Shirk glanced backward for an instant, which was an unfortunate thing for him to do, for it caused him to lose control of his bicycle, and over he went sprawling on the ground. Rudy, to avoid running over his friend, quickly turned out, not observing a deep gully alongside, when over went his machine, and he, too, plunged head foremost, burying his face completely in the thick red dust. Herr managed to dismount from his bicycle unhurt. Rudy's and Shirk's bicycles were somewhat damaged, but the injuries to the riders consisted of a few trifling bruises and scratches. The mishap being observed by a number of the picnickers, they were liberal in their expressions of sympathy, and gave the unfortunate a most cordial welcome. This hill falls at an angle of about forty-five degrees.—*Lancaster (Pa.) Intelligencer*, 24 August.

#### BOOKS AND PAGES.

SCRIBNER'S AND ST. NICHOLAS for September are at hand, and filled, as usual, each with good things of its peculiar kind. In the former, the illustrations are generally exceptionally fine, scarcely if at all behind the August (midsummer) number, and the articles are as varied in character as one can desire, no less than interesting in matter. The young people must be delighted with *St. Nicholas*, for it is seldom that even this charming juvenile is more richly stocked with entertaining and instructive reading, or so elegantly and tastefully embellished.

THE RUSSELL PUBLISHING COMPANY of Boston ought to and no doubt does feel proud of its charming little monthly, *Our Little Ones*, for very youngest children out of swaddling clothes. Our limited space forbids a detailed list of its numerous contents; and so we will only say that while they are all exceedingly nice, both in text and illustrations for the "little ones," the story and pictures of "Three Little Sailors" pleased us most, and is alone worth three times the price

of the September number which contains it.

**THE "INDISPENSABLE."**—Henry Stur-mey's *really indispensable* bicyclists' hand book for 1881 contains all that is of any value in the previous issue, and much more of new and valuable mention and description added. Among others, he devotes considerable space to "peculiar bicycles"—the "American Star," the "Hall," the "Sun and Planet," "Little Shielty," and the "Devon Safety." The author, in his preface, says: "In issuing this, the fourth annual edition of the 'Indispensable,' I have found it necessary to eliminate from its columns a large number of obsolete parts of the bicycle,—a list of which is appended at the end,—in order to make room for the novelties introduced for the present season. This really makes the 'Indispensable' more than ever a record of the bicycles of the present day, as the reader is not fogged over a multitude of parts which are now never made, and but rarely used." See advertisement in another column.

#### Telzah's "Star."

"WHICH do you like the better?" and "Will it supersede the crank bicycle?" are the questions I'm hourly asked while riding my American "Star," and I invariably decline to express an opinion; as a comparison between a machine which has carried me with safety and satisfaction over 6,000 miles, and one which I have tried but a short time, might be unfair and prejudiced. I shall now only give my first day's experience in learning to ride, and note the differences between the old and new as they appear to a novice. I labored under the disadvantage of not having a teacher, and found that I not only had to learn to ride and mount, but also to find out and teach my assistant the best way to hold the "Vice Versa." I selected him a week previous from a number of club applicants who were just itching to see the captain taste the dust in his struggles with his latest hobby. He secured the position by claiming the advantage that in case I should fall on him, being the only married man in the club, he would receive more wifely sympathy and home-made Balm of Gilead than would any of the bachelor members.

Our attempt to run the wheel backwards from the yard was an utter and awkward failure, and one of which even experience does not wholly prevent repeated trials. Between us we wheeled it in a zigzag course to our famous "camp-ground," at an hour when we thought no club member would be around. Owing to the persistency with which the small wheel would ascend each time, an effort was made to mount. It was some time before I was in the saddle, but once mounted, with a sharp push from behind, a reminder to lean forward, and I was off alone,—not on the ground, but actually riding the "Star," and pumping away for dear life with ever-changing long

strokes and short strokes, sometimes alternately and sometimes together. Everything was odd, and tended to revive my first struggles amid the iron posts at 87 Summer street. The little eleven-inch easy turning handles gave me a world of thought; and did I attempt to sit upright or pull up on the handles, the steering wheel would rise a number of inches. An irregular letter "s" course marked my progress down the street. I succeeded in turning and running up and down the level space several times. This emboldened me to attempt a sharp incline in the road, where, outrunning my assistant, I found myself aiming directly for a tree on the opposite side of a gutter. The handle of the powerful brake was then a trifle too low for my fingers, even had I been able to let up on my vise-like grip on the handles long enough to reach it. Then I back-pedalled, or thought I did; anyway, I held them down solidly, but all the time that tree was coming nearer at a ten-mile-an-hour gait. My assistant was frantically shouting in the distance, "Lean forward," but I voluntarily did what three years' experience had instilled; I moved back in the saddle, I even wanted to sit back on the spring, when up went the little wheel, buzzing around amid the lower branches of the tree, while I landed safely on my feet behind the big wheel. I thus learned the backward dismount. . . . Mounted again after one or two trials, I succeeded in running up a grade that the "greenies" don't get over the first week; but it took every pound of strength I had, as the inability at first to pull up on the handles is a decided drawback to an old bicyclist. Before an hour passed I could dismount by the step, over the handles, or by the hub; I could also cross my feet over the steering rod and coast quite a hill. Then I wanted the whole club for an audience, for I had done it all without a fall, or what I feared the most, a "backer." I even proposed calling on the members on the "Star," but my assistant thought it would be better to learn the mount first. We had studied the instructions, and imagined how easy one could pull on the handles and swing to the seat. We tried it. I landed in the street and the spring landed on the calf of my leg, which was afterwards decorated its whole length with black and blue. Yet the success had been enough to invite the club to an evening exhibition. Numerous spectators assembled with them, and discussed the merits and demerits of the new animal. Some declared that the curved backbone of the old bicycle was more graceful than the straight, garden-syringe-looking steering rod, and remarked about the regular click of the ratchets and the rattle of the poorly attached brake. I showed them the useful quality of my 51 "Star" as a family machine by allowing members riding from 36 to 56 inch wheels to pedal it.

I went through my little performance successfully. A non-believer suggested that I show them the mount. My calf

suggested a negative, but pluck said, "Try it." With a confident smile I mounted. The headway was insufficient, and the machine slowed down, while the little wheel whirled around back and forth in the air. I thought it time to dismount, but my assistant thought otherwise; consequently, my heel striking his arm, Mother Earth suddenly sprung up fifty-two inches and daubed my elbow and thigh with black, blue, and a shading of yellow to match the calf. Something must also have struck my head, for I saw half a million "American Stars" all my own; but somehow I didn't seem to appreciate that I was the largest bicycle owner in the world. However, declining all offers of Balm of Gilead and sympathy, I mounted and rode it home. That evening I could boast that I possessed the largest left arm and calf muscles in the club. I did not feel as happy and confident as I did when I invited the club to the show. The "Star" did not twinkle as brightly as in the morning.

At daybreak, Dame Nature having changed the swellings into dark colorings, I worked out the stiffness by an eight-mile spin on my old bicycle and a swim in the surf. With the assistance of the front fence, I mounted the "Star" and ran off several miles into the country. Where I went and how I returned, and whether the "Star" is for sale or to usurp the place of the "first love," I may relate another time.

TELZAH.  
PORTSMOUTH, N. H., 15 August, 1881.

**MR. GEORGE R. CLARK** has invented a rest for the back to be attached to the bicycle. Those who have tried it speak favorably in regard to it. It is doubtful if there will be much demand for such a thing, although it may afford rest on long journeys.

**SEDALIA, Mo.**, has a goodly number of bicyclers, the following gentlemen having their own machines and being expert riders: Messrs. Emmot King, Charley Taylor, W. H. Reynolds, Frank Richardson, and Fred. Houx. The following gentlemen are accomplished riders: Tom Fulley, Bert Pierce, Willie King, Leo Davis, Chas. Richardson, Robert Grey, Ed. Mason, and Jule Matthews.

**THE British postmaster-general, Prof. Henry Fawcett,** in his annual report, states that "in order to afford relief to letter carriers, and to expedite the delivery of letters," he has had tricycles introduced in many places. Since the government has thus recognized the utility of the machine as a rapid and practical motor, there can be little doubt of its general adoption in all branches of out-door occupation. The tricycle has also been successfully utilized in many of the police districts.

ON the occasion of the Eighteenth Annual Fair of the New England Agricultural Association, Tuesday, 6 September, members of the reception committee will be at the union station until 12.15 P. M., to

escort visiting wheelmen about the city or to headquarters. Dinner will be served at 12.30 P. M., after which the company will parade in the park and witness the races. The committee extending the invitation wish to know by the 1st prox. the member intending to be present from each club. It being important that they know how many they are expected to entertain, members will please notify the secretary of their club by the 30th inst., if they intend being present.

THE horse is a ridiculously timid creature, as everybody knows, and the addition of one or two bicycles here and there won't make much difference after all, where there is so much else to frighten him. — *Boston Sunday Budget*.

DEALERS say the bicycle trade in this country is booming splendidly.

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LIMA. Gale Sherman.

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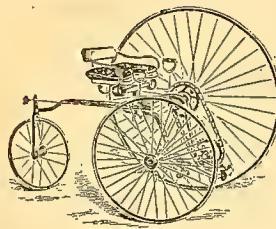
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