

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

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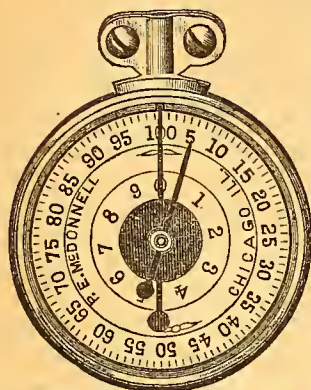
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Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

Thanks.

Editor Bicycling World:—Permit us, through the WORLD, to extend our grateful thanks to Capt. William V. Gilman, Carroll A. Chandler, and other members of the Nashua Wheel Club, to President M. D. Currier and others of the Lawrence Club, and to Capt. Howard H. Gage and Consul J. Fred. Adams of the Haverhill Club, for courtesies shown us while on a recent wheeling tour. Fraternally,

GEORGE CHINN, Pres.,
P. HOWARD SHIRLEY, Sec.,
Marblehead Bi. Club.

MARBLEHEAD, MASS., 3 October, 1882.

PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIBSON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

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

FOR SALE.—A 54-inch Yale, light roadster, has been run about three months, and is in perfect condition; sell on account of size. Price \$110. A. P. C., 33 Main street, Marlboro', Mass.

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Cycling Mems.

THE girl on the front of the *Wheelman* must ride a pan seat, with thrusting action and simultaneous movement.

"ICYCLE" sends the following, which explains itself:—

"WASHINGTON, D. C., 7 OCTOBER.—In answer to 'Homo,' would say that I think Belva Lockwood wears the usual female attire, but has a leather dash-board attached to her machine, which is a Challenge No. 2, single driving. I don't think it an improvement. I would like to correct a statement made by 'London W.' in last week's WORLD, which was that 'the only Humber trike yet brought to this country has been seen in Boston during the past week.' This is an error, as a Humber trike has been running in Washington ever since last winter."

Thanks, "Icycle," for posting me *re* the Humber. I wish you would inform me how it works, and what, if any, are its disadvantages in practice.

At last we have reliable evidence in regard to the question of saddle *vs.* seat. The Wellesley College girls have tried a sociable fitted with both, and are unanimous in the opinion that the saddle is the most comfortable, and can be placed in a better position for power than the seat, which has to be placed at such an angle that it is next to impossible to sit on it. In fact, you can only lean against it, and support your weight by pressure on the handles and pedals.

Now, girls, give us some more points.

A CERTAIN club has the following among its articles: "Before starting on long runs or excursions, it is hereby suggested that arrangements be made with a skilful surgeon, and aids, to follow in an ambulance wagon to pick up the 'leavings.'"

VERY convenient and pleasant, no doubt, for those that get "left," but not calculated to induce timid gentlemen to engage in the "pursuit of bicycling as a manly and healthful pastime," unless they have disordered notions of what a healthful pastime is.

ONE cannot help admiring the frankness and appropriateness of the word "leavings"; but still, I fancy it would be rather unwise to distribute the club's book as a tract to induce non-riders to take up the bike.

BUT is there any need of having "leavings," either of machines or riders, if the former are first-class and the latter careful?

THE editorial *we* must be rather thin, if the last issue of this paper can be believed; or is it that Brother Gilman is trained "down fine" for the coming tri-cycle race for the championship of the Chelsea Club?

THIRTY-EIGHT pounds is rather ethereal for an editor, is it not? [London W. attaches more *weight* to this subject that we do.—EDITOR.]

WHEN a man has to write to England to find out that "soda-water is an artificial beverage," something must be wrong, eh, Hawley?

"METEOR" has explained, and, like good Deacon Richard Smith of the Cincinnati *Gazette*, he has "wicked partners."

Is the editor of the South Boston *Inquirer* in? I am. Pistols and coffee for two. Brother Gilman for my second. LONDON W.

A Card.

Editor Bicycling World:—Will you kindly convey my apologies to "London W." for the "steal" which I was made to make through the ignorance or imbecility of a compositor? I always credit my clippings on "copy"; and through some mistake, the article which has aroused "London's" just indignation was not properly credited when the paper came out. I have no pecuniary connection with the "Inquirer," consequently have no right to dictate to it as to violations of the eighth commandment. In other words, the "steal" was made by the compositor, and not by me, and I will slay the aforesaid compo. If "London" will only say the word. By publishing this card, you will greatly oblige

METEOR.

BOSTON, MASS., 6 October, 1882.

THE Bicycling World

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

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

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

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

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

BOSTON, 13 OCTOBER, 1882.

THE *Wheel*, beginning its second year, has taken several "new departures." First, it has much improved in appearance typographically. Second, its order and arrangement of matter are better than before. Third, it is to be published weekly. Fourth, with Fred Jenkins once more as its nominal editor, the graceful and fluent pen of Mr. Chas. E. Pratt as editorial contributor has been secured to assist in making its pages interesting. Fifth, it has suddenly become an active partisan of the Pope Manufacturing Company. Sixth, it has suddenly become a zealous defender of the League of American Wheelmen, and running amuck with about as much judgment as a crazy Malay, slashes vigorously at the WORLD as one of the League's supposed enemies.

(As the *Wheel Publishing Company* is not the first concern which has confounded the WORLD's editorial opinions with those of its correspondents, we will endeavor to edify our contemporary with the following recent indorsement of our last editorial on the League by Vice-President Parsons, whose loyalty to the L. A. W. none, we think, will venture to question: "I hope that you will 'go for' the officers and impress upon them the duty of attending the [officers'] meeting if it is a possible thing. I like your editorial in last WORLD very much.") Seventh, it has suddenly evinced a hostility to the WORLD hardly consistent with the pleasant and kindly relations which hitherto existed between us and the *Wheel*, but which, in connection with one or two of the "departures" we have mentioned, may be accounted for.

A year and a half ago, during the editorship of our predecessor, our bellicose contemporary gave the WORLD a slap by terming it a "caudal appendage of the leading manufacturer." Since it has become evident that we were not thus posteriorly connected with our "pet monopoly," the *Wheel* has promptly concluded to "catch on," and now wags at the will of its master.

"Turn, turn, my *Wheel*, turn round and round."
"So spins the WORLD away."

In our issue of 22 September appeared a communication from Baltimore, entitled "Small Clubs," and signed "M. B. C.," which, together with frequent expressions in the article, implied that the writer was a member of the Maryland Bicycle Club. Unsuspicious of any malicious intent, we accepted and published it as the beginning of a discussion likely to arise from "Fad's" communication respecting "Limited Club Membership," and saw in its allusions to special actions and results in the Maryland Club only well-meant illustrations of the writer's arguments. Since its publication, however, we have received several indignant communications from members of the club, and from one a full list of the members, among which our correspondent's name does not appear. We therefore conclude that it was "M. B. C.'s" intention to deliberately injure the club by covert slander of at least one of its most active and honored members. Although personally acquainted with but few of the members of the Maryland Club, these few we have always found to be gentlemen and enthusiastic devotees of bicycling, and we are assured by others who know, and in whom we have implicit confidence, that the club as a whole is composed of men of similar character and social standing; and we sincerely regret that our columns should have been

made use of for so unworthy a purpose as we now have no doubt it was the intention of "M. B. C." to achieve.

OUR petition to the tariff commission was forwarded last week. It contained the names of prominent bicyclers throughout the country. Many clubs sent in the signatures of their whole membership, and there were many names of parties who stated that they were admirers of the wheel, but were restrained from using it by the excessive price put upon it. One thousand and twenty-two names were on the petition. We regret that several prominent clubs did not send in their signed blanks, notably the Massachusetts, Crescent, Chelsea, Providence, and *Aeolus*, although many members of these signed with other clubs.

WHEN we can inspire the capitalists of the country with confidence to believe that bicycling has come to stay, we shall have no lack of manufacturers of the wheel. There is money in the business if it is conducted on a large scale, and this is what our moneyed men must be brought to understand. We hear a rumor that a large English concern will establish a plant in America. We hope this is true, and we can predict a successful outcome of such a business venture.

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

OWL BI. CLUB. — The Owl Bicycle Club, of Bordentown, N. J., organized 10 July, 1882, has rented and fitted up a front room on the ground floor of the Odd Fellows' Hall, in Church street. The members house their bicycles there, and have a complete way of placing them. Last Monday evening the following officers were elected: President, John O. Hudson; captain, F. G. Wiese; first lieutenant, Philip Brakeley; secretary and treasurer, Edgar Haas, Jr.; bugler, Louis W. Wiese.

CLEVELAND BI. CLUB. — The annual meeting of the Cleveland Bicycle Club took place Tuesday evening, 3 October, at the residence of Capt. Sholes, when the following officers were elected for the ensuing year: J. H. Wade, Jr., president; J. H. Collister, secretary; C. W. Norman, treasurer, F. T. Sholes, captain; A. S. Hathaway, first lieutenant; J. D. Pugh, second lieutenant; Harry Glidden, bugler. After the election of officers, an adjournment to "Wiesgerber's" was in order, and the club sat down and partook of the good things prepared. The menu was an excellent one, and comprised many bicycle "sundries," such as fluted-fork salmon, elliptical-backbone goose, full-nickelled pie, rubber-handle jelly, etc. After satisfying the inner man, speeches were in order, and every member was

called on to relate experience. Capt. McCune of the Buckeye Club, Columbus, Ohio, favored us with his presence at the banquet. Our club has increased from eight to twenty-six during the year.

SECRETARY.

CLEVELAND, OHIO, 4 October, 1882.

CRESCENT BI. CLUB. — ANNUAL MEETING AND DINNER. — On Wednesday evening of last week the popular Crescent Bicycle Club of Boston held its third annual meeting and dinner at Hotel Brunswick, there being a goodly attendance of members, with several invited guests, these latter comprising President C. E. Pratt of the Boston Bicycle Club, President A. S. Parsons and Capt. C. P. Shillaber of the Massachusetts Bicycle Club, and the editor of the BICYCLING WORLD. Previous to the dinner the business meeting was held, and the following were elected officers for the ensuing year: President, H. P. Robinson; vice-president, J. Freeman Brown; secretary and treasurer, George U. Crocker; captain, E. S. Robinson; first lieutenant, F. B. Bemis; second lieutenant, James Means; buglers, H. W. Keyes and Elmer F. Smith; standing committee, the president, captain, and G. W. Fuller, E. G. Morse, and J. F. Haseltine. The club numbers thirty members, and is in a flourishing condition financially and socially. In the banquet hall, after a leisurely but interesting discussion of the excellent *menu* indicated on an elegantly designed and printed card, President Robinson called up the guests and club orators in the following order: President Pratt, President Parsons, the editor of the WORLD, Capt. Robinson, Capt. Shillaber, Ex-Capt. F. B. Carpenter, Messrs. Fuller, Woodward, and others; who each and all responded fitly, Messrs. Carpenter and Woodward with poems abounding in apt hits and allusions at members and to club events, while Messrs. Fuller and Capt. Robinson recited humorous paraphrases of popular poems with excellent and laughable effect. These were supplemented with club songs and choruses under the direction of the president, the festivities continuing until midnight.

THE Chelsea Bicycle Club takes frequent runs through the suburbs this fine October weather, although it divides itself up into congenial groups for the purpose. On Wednesday evening a special meeting was called at the residence of Capt. Whiting, where, after the legitimate business was disposed of, the company were entertained with a collation and a social sitting.

EX-CAPT. JOHN CLARK of the Kings County Wheelmen has just returned from Europe, and his club comrades, under the direction of Capt. Fisk, gave him a pleasant surprise at his residence in Greenpoint, presenting him with floral tributes and a display of fireworks.

THE Providence Bicycle Club will be the guests of the Boston Bicycle Club

some day this month, when a run to "Cobb's" for dinner will probably be included in the "services."

THE Kings County Wheelmen of Brooklyn are making arrangements for a grand ball, to be given during the present season.

THE Marblehead Bicycle Club has taken unto itself headquarters, a portion of which will be fitted up as a riding hall.

THE Connecticut Bicycle Club sent eight members to the New Haven tournament.

RACES

Coming Events.

14 October. Stenton, Pa. Three-mile bicycle, etc.
20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park.

21 October. Pullman, Ill. Two-mile and five, etc.
21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.
26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

WHEELING, W. VA., 13 SEPTEMBER. — Half-mile, best two in three, bicycle race; won by B. Hazlett in two straight heats, in 1m. 50½s. and 1m. 49s.; B. Woods second. 15 September — Novices' mile race, won by G. Rudy in two straight heats; times, 3m. 47½s. and 3m. 45s.

FREEHOLD, N. J., 13 SEPTEMBER. — Half-mile bicycle race, best two in three heats; won by A. R. Coleman in two straight heats; times, 1m. 50½s., and 1m. 54s.; S. A. Lockwood, second.

SCRANTON, PA., 16 September. — Half-mile bicycle race, won by E. H. Wade in 1m 52s.; W. Rockwell, second.

OXFORD, N. Y., 20 SEPTEMBER. — Half-mile bicycle events, best two in three, won by C. E. Tichener in second and third heats; A. M. Creble second, by first and third heats. Time, 1m. 50½s.

DUNKIRK, N. Y., 20 SEPTEMBER. — The first annual meet and races of the Dunkirk Bicycle Club were held 20 September, visiting wheelmen being present from Buffalo, Silver Creek, Fredonia, Portland, and Erie, with the home club, about thirty in all. After parade and a lunch, the races were called. The track, by reason of recent rain, was not in good condition, but the races were quite interesting to spectators. The results were as follows: —

Mile dash — J. P. Forbush of Buffalo, first; H. Hotchkiss, second; Dr. Butler, third. Time, 3m 49½s.

Half-mile — Emil Keller, Jr., of Dunkirk Club, first; Q. W. Parsons, second; J. P. Forbush, third. Time, 1m. 42s.

Slow race — Won by Capt. Smith of the Dunkirk Club.

There was also a quarter-mile race, without use of hands, between A. McDou-

gal and E. Keller, Jr., the former winning in 1m. 4s.

Dr. Blackham of Dunkirk and Mr. Riggs of Buffalo acted as judges, Capt. J. A. Gard of Buffalo as starter, and Dr. L. A. Bull of Buffalo as time-keeper. Messrs. Smith and Hotchkiss did some fine fancy riding, single and double. The day's proceedings closed with a banquet at city hall.

OAKLAND, CAL., 23 September. — Bicycle races at the grounds of the Olympic Athletic Club, under the direction of the Pacific Wheelmen, showed some excellent path work, although there were not as many starters as usual. The track was in fair condition, but a high wind interfered with the best results. A mile handicap formed between C. Burkhalter at scratch, and J. H. Thompson at 140 yards, resulted in a victory for the former by a few yards, in 3m. 56½s. A second mile handicap was raced by H. C. Finkler at scratch, George L. King at 50 yards, and George H. Strong at 120 yards. All but King made a good start, and Finkler went to work with his usual dash, setting a pace that promised to beat the Pacific Slope record, and for some distance was overhauling King; but his pace in such a high wind told against him, and on the third lap he began gradually to fall back. King, however, now gained well on Strong, getting close up on the last half of the final lap; but he was unable to overtake him, and Strong came in winner in 3m. 10½s., King about two yards second, and Finkler still 60 yards from the finish. A half-mile handicap followed, with King at scratch, Burkhalter at 35 yards, and R. F. Verrinder at 70 yards. King passed Burkhalter and caught Verrinder's handicap at about half distance, and passed the wire two feet ahead of Verrinder with Burkhalter a foot or two third; time, 1m. 34½s. The final event was a time race of one lap (the track is a five-lap one) between King and Finkler, the men riding singly, and was won by the former in 32½s., Finkler's time being 35s.

TAUNTON, MASS., 26 SEPTEMBER. — In connection with the Bristol County Fair, held at this place, there was a bicycle race, in which Taunton wheelmen competed with a horsewoman: the former for prizes, the winner's choice; the woman to receive no prize, but being paid for exhibiting her animals and riding. The bicyclers finished in the following order: John Hardy, first; William Sears, second; Harry O. Baker, third; Herbert Beattie, fourth.

LEWISTON, ME., 28 September. — Half-mile bicycle race, best two in three, won by F. Moore in two heats; times, 1m. 59½s. and 1m. 57s.

LOWELL, MASS., 5 OCTOBER. — There was a parade of bicyclers from Nashua, Lawrence, and Lowell, supplemented by races at the fair grounds. The latter events comprised two races of one mile each, the first being open only to members of the Lowell Club. This was won

by Bert. Norcross in 4m. 29s.; F. E. Bramhall second. The prizes were gold and silver medals. The second race was open to all amateurs, and was won by F. A. McMaster of Nashua, in 4m. 43½s.; N. Cogswell of Lawrence, second. Gold and silver medals to winners.

ON Thursday of last week, in connection with the fair at Attleboro', John S. Prince, the professional champion, and James E. Mellen, competed in a ten-mile bicycle race, Mellen being allowed one minute start, for a purse of \$200. Prince, of course, won, although by hard racing, in 34m. ¾s. Prince's best single mile was made in 3m. 1¼s.; Mellen's best in 3m. 22s. The track, Mr. Prince says, is not a good one for fast riding, on account of the nature of the road bed, which is springy and tractive, like a hard sea-beach.

F. WOOD of Leicester won the 25-mile professional championship, 23 September, on the Aylestone Grounds, defeating Garrard, Howell, Lees, and James, and winning the silver belt and £15 in money.

WILLIAM M. WOODSIDE won the Irish annual 10-mile amateur championship at Lansdowne Road, 23 September, in 34m. 3½s.

CORRESPONDENCE

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

Bicycle Tracks.

Editor Bicycling World:—In your issue of the 15th you have an article upon records and tracks, in which you say that the English standard measurement is *three feet from the pole*, and that we can do no better than to accept it. I have been examining back numbers of the *Cyclist*, in an endeavor to find an item in which, speaking of a track the correctness of which had been called in question, the statement was made that it had been remeasured *one foot* from the pole and proved to be correct. This attracted my attention, as I knew our own athletic tracks were measured eighteen inches from the pole, and supposed our standard was the same with the English. When you recently spoke of *two feet* as the proper distance from the pole to measure a track, the question at once arose whether there was *any* fixed line for the measurement of bicycle tracks. And if not, it would certainly be better to adopt the athletic track standard: first, because our sport is a branch of athletics, and should have similar rules; and secondly, because the same tracks are likely to be used for both branches in many places.

Upon the ordinary one-mile trotting track it does not matter materially that it is measured three feet from the pole, because these tracks are usually in such a condition that a bicycle rider cannot ride

far enough inside this line to shorten the distance materially, especially as there are but two curves to make. But in a track of one fourth, one fifth, or one sixth of a mile only in circumference, such as athletic and bicycle tracks usually are, it would make a considerable error when repeated so many times.

Take for instance a quarter-mile track measuring eighteen inches from the pole. If measured three feet from the pole the difference would be about nineteen feet per mile, and on a six-lap track, upwards of twenty-eight feet; and in a long race, as fifty miles, there would be quite a large error in time, would there not? I hope that the matter may be definitely settled before too many tracks are laid out.

GEO. H. STRONG.

SAN FRANCISCO, 26 September, 1882.

The Philadelphia Meet.

Editor Bicycling World:—"Kol Kron," referring to the Philadelphia meet, recently wrote as follows: "Those Philadelphians who are organizing a wheel parade for their city's bicentennial show of 26 October ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge."

Being in a position to know, I wish to state that this was one of the first things done by the committee in charge of the meet, and I can assure Mr. "Kol Kron" that there was considerable *seeking* done. We waited on the railroad companies as long as we could, in order to embody their rates and concessions in our circular of invitation, and finally went to press without any definite answer from them. While the invitations were going through the press, word came that wheels would be transported free on lines of Pennsylvania Railroad and Philadelphia and Reading Railroad during bicentennial week. The press was stopped, the form changed, and about one half of our invitations contain the desired information. The delay was caused by the two great railways reaching an agreement with each other, and by the absence of one prominent official.

There is but one point in the letter to which I can take exception; and that is the idea of charging for long distances, and making no charge for short distances. I think that bicycles should be carried *all* distances free, as the passenger *pays* according to the *distance* travelled, and the bicycle is certainly baggage. If a united effort is made to show the railway companies that by granting this concession their traffic will be increased, I do not think it will take long to accomplish the desired result.

H. B. H.

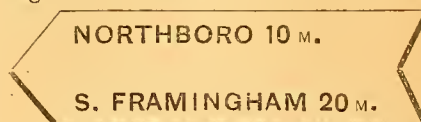
L. A. W. Guide-Boards.

Editor Bicycling World:—Believing that the League is about to accomplish something this year, I hasten to suggest an idea which has just occurred to me, in hope that it may incite thought and practical action at the next League officers' meeting. Next in importance to a gen-

eral appointment of consuls is the placing of guide-boards. Whatever may be done by the League in this direction eventually, much might be accomplished by individual club action in furnishing a few of the best routes while awaiting any formal League action, and this without burdensome expense to any one.

In anticipation of such action by individuals, clubs, or League, I would suggest what will be apparent to all,—the need of some distinguishing feature, and of uniformity in guide-boards for the benefit of wheelmen. What the English practice is, I do not know; but it seems to me an excellent plan for the League to adopt a board with some peculiarity to distinguish it from the common ones, and all would accept and use it, whether acting officially or not. I have considered what this peculiarity may be, and have concluded that shape should be the distinguishing feature of the bicyclist's guide-board rather than color; for any ground color sufficient to be quickly recognized will be too dark to exhibit the letters to advantage, and any ground tints light enough to give contrast with the black letters will be too delicate to withstand the elements, and fading, will leave the board undistinguishable from the ordinary ones. A black letter on a white ground is the best, but this is common to all boards. Any special mark or sign would not be conspicuous enough to be detected at a distance, and the same objection applies to any special form or size of lettering, with the added difficulty of securing uniformity.

It seems to me a simple and peculiar shape may be adopted, which will be free from objections, and I offer the following:—



This is simple to make; would be instantly recognized from a distance, and picked out from any numbers on the same post; involves no restrictions as to color, size, or style of lettering; can be proportioned to receive varying amounts of lettering; is a good shape to letter in any proportion; can be made from any existing boards by merely sawing the ends off; and in fact, seems to answer all the conditions I can think of, in a simple manner. The projecting angle would indicate the direction to be followed.

All wheelmen who have ever toured to any extent, fully appreciate the great value that these or some better boards would have; and I call upon such to take the matter up with me, until something definite is accomplished.

EDWARD K. HILL,
Worcester Bicycle Club.

WORCESTER, MASS., 30 September, 1882.

Cost of a Race Meeting.

Editor Bicycling World:—There has been so much interest shown in, and

speculation concerning, the cost of the tournament held by us last month, that it may not be out of place to present a few figures to the readers of the WORLD, for the benefit of those contemplating anything of the kind, showing the cost of carrying out a successful meet.

The following in round numbers were our expenses:—

Advertising.....	\$775
Postage.....	65
Music.....	200
Rent of Park and Rink.....	350
Help on Park.....	110
Incidentals.....	150

Total.....\$1,650

To this sum must be added the cost of the prizes and purses offered, which in this case mounted up much higher than anything ever before offered in this country for prizes for bicycle races. Well, it is over; the dividends have been declared, and the boys who pledged \$50, \$100, or \$200 for the success of the thing are correspondingly happy over their share of the profits. We hope to do it over again next year, and we want to see you all here. 2357.

SPRINGFIELD, 6 October, 1882.

New York Letter.

Editor Bicycling World:—Well, the *Wheelman* is out, and from all appearances is going to be a success. The articles are all well written, and by able men; and being for the most part explanatory of the health and general habits of the bicycle, are well adapted for this the first number of the magazine. Long life to it! The *Wheel* also has come out with a new head-light visible weekly, and we have all been favored with a glimmer in the shape of a sample copy, and great is the consequent rejoicing. I have had the honor of having a gratuitous "ad" given me, at which I am proportionately surprised, and of course pulverized by the brilliant flow of wit, humor, and fact(?) reeled off at me from this second wheel of fortune (or misfortune). I did n't know before that I had been blackballed by the "Manhattan," but if the infallible editor of the *Wheel* says so, it must be so; and I begin to agree with him, as my characteristics are not particularly adapted to a Manhattan standpoint, and my nose is decidedly of the retrousse order, besides being a member of the great and disreputable family of outsiders who would be unable to present the proper medical certificate at their door.

The Manhattan may, as he says, be on too solid a basis to disband; it is, it's true, for where there's nothing to disband, the work is extremely difficult to bring to any degree of perfection. What, in the name of all that's dearest to your sweet hearts, gentlemen of the jury, are we, I ask, to believe, when one half of the club (Bourne) says they have disbanded, and the other denies the little incongruity?

It's very strange, at any rate, that just

at this crisis in the misfortunes of the woe-begone Manhattan, Jenkins should come out with the startling proposition, addressed most perceptibly to the other New York clubs, which are in a very flourishing state with the exception of the Mercury, which is also disbanding, to the effect that they *all* disband and all unite in one large organization, in which the *soi-disant* member of the defunct Manhattan yclept Jenkins, and prime mover of the new scheme, would necessarily take a prominent part. I do not think the Lenox or Ixion will agree, for they are dividing the spoils of the Mercury between them, the Lenox taking the room and lockers, and the Ixion the "fixins." The Citizens are too comfortable to be disturbed, and the New York have other schemes in view. So try again, Fred.

Place writes to us that he has about decided on getting a 57-inch Yale racer; and if he does, he will give our Eastern men a hard row to hoe when we see him again next year. Frank Fullerton has taken away his curiosity, and as Burnell has no room for it at present, has stabled it at some down-town garden, where it is in training for the six-days bicycle race to come off before long, so 't is said, at the Madison Square Garden. I don't know whether he is going to follow the plan the circuses do, and put a monkey or some other unfortunate animal on to run it, or not. I should suggest that he have a man made of iron and steel, to run by steam or electricity, but am afraid to mention it to him. Oliver has been tuning up all this week, and has had his bugle and oil can fresh nickelled, to be ready for the proposed trip of the Citizens to Boston. They leave on schedule Tuesday night, so, Boston, attention!

Pitman and Sanford of Ixion have entered for the Philadelphia races, and the Springfield meet appears to have had such an effect that this time I expect New York will show up pretty well. We hope to meet there our new friends of the East, and with them try and duplicate Springfield; to beat it would be scarcely possible.

If Burnham is going to be at Philadelphia, we suspect he had better be rather "fly," for Pitman is training right along through slush, mud, rain, and cimmerian darkness. CHIC.

NEW YORK, 8 October, 1882.

Sub-Leagues.

I ENTIRELY agree with the WORLD's leader of 29 September in its decided stand for organized local administration of League affairs. A fully equipped State organization can not only accomplish more work, but it is capable of attracting and holding a strong personal interest hardly possible with a scattered membership occupying half a continent. A certain bond of fellowship is almost as indispensable between League members as in the more contracted sphere of the local club.

In adjusting the precise relations between national and State departments, there is room for differing opinions. The subject is well worth the study of League members, and I should like to see it discussed freely in the correspondence of the WORLD, preliminary to its consideration at the Annual Meet of 1883. Personally, I am convinced that a slight departure from the original plan of the League will suffice to confer all needed State rights, and leave plenty of scope for the gratification of local preferences. The admirable constitution now in force occupies a broad ground, and by its provisions State boards are privileged to follow any scheme of self-government consistent with the simple rules adopted by the League.

I see no advantage in adding to the machinery of the present system by organizing under a separate code of by-laws in each State. A board of officers elected by State votes and supported by an ample staff of consuls ought to form an adequate executive committee for all practical purposes. On the occasion of State meets, races, and excursions, it would be highly proper to choose special officers to discharge the honorary duties of the time. The president of the State board is appointed by the constitution. The duties of secretary and treasurer should, I think, be performed by the representatives; for unnecessary multiplication of officials generally hampers efficient action. The road rules and racing rules adopted by the League are all that could be desired, and it is evident that any local rulings on these points would only lead to complications.

I should be in favor of denominating the State organizations by a title different from "League," if for no other reason than to save confusion. A league within a league seems a little incongruous when we call to mind the customary uses of the word, and is liable to suggest the thought of opposition or disloyalty to the central government of the League. I think a copyright of this title fairly belongs to the national body of wheelmen, and that a filial respect to the dignity of a parent organization would grant it. There are several very good substitutes for the name. The Canadian Wheelmen's Association has hit upon an excellent one. (It is to be hoped that this promising scion of the Queen's Dominion will decide to continue its allegiance to the old name while doing itself honor under a new one.) "Massachusetts Association of Wheelmen" might answer for this State, though I should be content with the simple appellation "Massachusetts Division," and thus clearly indicate its subordinate character in the relation of a part to the whole. If uniformity is desirable in this matter, this hint may be generally acceptable; but a variety of suitable names will doubtless occur to the seeker after something new.

If I seem to imply anything like a criticism of the commendable promptness

shown by those States, counties, and cities whose sub-leagues are now in active operation, it is without intention. I only wish to appeal to those who are just now in the act of establishing branch organizations of the L. A. W. not to lose sight of the paramount claims of this pioneer body of wheelmen to their cordial respect. It should be a pleasant duty to help sustain an American institution whose traditions will in a few years challenge the interest and regard of the youthful 'cyclers of to-day.

Why cannot the League of American Wheelmen in time reach that height of prestige characterizing the present history of a foreign institution whose branches spread across the ocean to find willing support among our wheelmen? The province of the American League is continental. Let us not rest till we can boast, American-like, of outdoing all other nations in breadth, strength and numbers. FRED. S. PRATT.

WORCESTER, MASS., 7 October, 1882.

Columbus to Chillicothe.

Editor Bicycling World:—On Sunday forenoon, 10 September, at five o'clock, Capt. McCune, Lieut. Eldridge, and privates Tress, Flowers, Lindenberg, and Wray, of the Buckeye Bicycle Club, started for Chillicothe, about fifty miles south, intending to make the run to and return trip from that place in a day, and thus add six names to the small roll of "hundred milers." Shadeville, distant ten miles, was to be breakfast point, the meal having been ordered for six o'clock sharp. Punctually at that hour the ambitious six came wheeling, legs over, down the hill to the Shadeville House. Breakfast was not ready on time, and it was past seven o'clock before the rubber-hoofed steeds were called into service again, and the making of narrow, serpentine bicycle-wheel tracks begun in the deep dust covering the highway that led to Chillicothe. Five miles below Shadeville a small unbridged brook crossed the road, but through this the wheelmen went without accident, except to Flowers, whose wheel coming in contact with a round stone threw him. No damage outside of a slight wetting. Some few miles farther on a watermelon patch received the kindest attention from the riders. Slightly heavier and much fuller, the bikers again mounted, and at 9.15 halt was called at Circleville, twenty-seven miles distant from Columbus. After a half-hour's rest, "Boots and saddle" sounded from our jovial captain's fog-horn duplex whistle, and along a beautiful pike, free from ruts, sped the boys. Six miles had been wheeled, when halt for milk was called. This drink taken, into saddle again, and only one poor little mile had been pedalled, when that torment, that miserable abomination of bicyclers, a freshly gravelled road, came forward, and for six long miles our wheelmen pushed and tugged, and said one to the other, "This is Hades!" But the gravel was finally left behind, and one of

Fairfield County's finest sandpapered roads commanded the delighted attention of the Bucks. Five miles out of Chillicothe, the ambitious six were met by five members of the Chillicothe Club. At half past twelve Chillicothe was reached, the twelve miles from Kingston having been made in fifty-five minutes. After dinner, cigars, easy-chairs, and shady places having been found, "sweet rest" was enjoyed until two o'clock. Then, at the captain's signal, the pigskins were once more pressed, and with hopes of success, the return half of the journey taken up. After leaving the town, and fairly on the road, the fact was apparent that a northerly gale was blowing. Steep hills that looked beautiful for coasting had to be pushed down, so strong was the wind. Warned by the gravel experience of the morning, the river road to Circleville had been chosen instead of the Kingston pike. For twenty-five miles—the distance from Chillicothe to Circleville—it was push, push, push, all the way, every inch of it dead against a head wind, which the United States signal officer at Columbus reported as blowing from fifteen to eighteen miles an hour all that Sunday afternoon. Circleville was not reached until 5.30 o'clock, and with hands in which cramps were being felt, the boys dismounted, and a council of war was held. It was finally decided to not push on, as the lamps had been left at Shadeville, seventeen miles distant, and it would be dark before that place could be reached; the wind was rising even higher, and as the road lay directly north, and the wind was from that point, wisdom prevailed, and it was finally decided to lie over for the midnight train. The troubles were not over yet however, for a freight train off the track delayed the midnight passenger until half past seven in the morning. Deceived by the operator, who all night assured the boys that the train would be in in at least a half-hour, the bicyclers sat around, lay around, and slept around the station, all that night. It was not with regret that good-by was said to hard benches and harder baggage trucks.

Notwithstanding their failure in the attempt to make the hundred miles, which failure can be attributed only to exceedingly heavy wind, all are satisfied with the day's record, which was: Distance travelled, seventy-four miles, McDonnell cyclometer measurement; on the road, twelve hours ten minutes; time in the saddle, seven hours and forty minutes. The mettle of the boys is up, and the trip will yet be made. All that is asked is that Old Probabilities give us dry roads, keep the greater portion of the winds bottled, and grant the wheelman "a fair show for their white alley." J. W. W.

COLUMBUS, OHIO, 21 September, 1882.

The Baltimore Road Race.

Editor Bicycling World:—Saw your note on the question of Morris and Frye's time as compared to that made in the 50-

mile championship at Baltimore. We supposed you had a regular correspondent here, and so did not send you returns. The leaders' times for each five miles are set herewith. As to track measurement, Simon J. Mathuel, city surveyor, twice surveyed the course and put down the stakes; he also prepared a map of the Lake course, giving the position of the $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, 2, 3, 4, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, and 100-mile marks. His written certificate is on this map, which is framed and in our possession. The names of judges, etc., were published in the *Spirit* of 15 July. We trust this is satisfactory. "C."

Correspondent Spirit of the Times.

FIFTY-MILE ROAD CHAMPIONSHIP. — Druid Hill Lake, Baltimore, 8 July, under the auspices of B. B. B.'s and L. A. W. sanction:—

	HRS.	MIN.	SEC.
5 miles, R. F. Foster.....	19	29	$\frac{1}{2}$
10 " " " ".....	39	24	$\frac{1}{2}$
15 " " " ".....	58	54	
20 " " " ".....	1	19	45 $\frac{1}{2}$
25 " " " ".....	1	43	$\frac{1}{2}$
30 miles, C. H. Jenkins.....	2	3	18
40 " " " ".....	2	47	57
50 " " " ".....	3	35	34 $\frac{1}{2}$

Judges: B. H. Haman, D. McK. Cooke, D. Stewart. Timers: W. C. Scribner, J. L. Turner, J. Ulman. Referee: L. I. King of Boston. BALTIMORE, 7 October, 1882.

A Western Long-Distance Run.

By previous arrangement, on Thursday morning, 5 October, four members of the Champion City Bicycle Club, Springfield, Ohio, left the Lagonda House, Springfield, for a hundred-mile run. The party was composed of President Crothers, Capt. Kirkpatrick, R. A. Worthington, and Ed. Barnett. The following is an outline schedule of the run: Left Lagonda House, Springfield, at 6.03 A. M.; reached Mechanicsburg (nineteen miles distant) at 8 A. M.; stopped five minutes and proceeded, reaching Marysville (nineteen miles) at 10.15, being detained on the way by numerous scary horses, there being a county fair at Marysville that day; stopped here ten minutes, and proceeded toward Delaware; found a mile and a half fresh gravel, over which we were absolutely compelled to walk; reached Delaware at exactly twelve o'clock. Had dinner and were ready to start back at 1 P. M., when Barnett discovered that his seat spring was cracked. An hour was consumed in repairing it, and we got off a trifle before two o'clock. On the return trip the same time was made as on the up trip, stopping at Mechanicsburg for supper, and reaching Springfield again at 8.15 P. M., having covered the one hundred and ten miles in 14h. 12m., including all stops. The actual running time, as will be seen, was about twelve hours, an average of a little over nine miles per hour.

The only unpleasant features of the run were the sudden sickness of President Crothers, which compelled him to turn back when but fairly started, and the fact that the captain dropped off after having made seventy-six miles. However, we do not consider this a reflection upon his ability, as he has been under

medical treatment for his lungs for some weeks, and an overstrain might have produced bad results.

Considering that we are all but a trifle over a year old in bicycle riding, and taking into account the roughness of our roads, we are inclined to think this a very fair record. We hope to beat it, however, before winter sets in. DON.

Æolus to the Front!

THE LONG-DISTANCE CLUB RECORD BROKEN.
— ONE HUNDRED AND THIRTY-SIX MILES
IN 21H. 3M.

ON Thursday, 5 October, six members of the Æolus Wheel Club of Worcester appeared at the Union Station, and took the cars for South Framingham at 5 A. M. The party consisted of Holland, mounted on a 54-inch Expert; Midgley, 54-inch Matchless; Harwood, 52-inch Expert; Higgins, 50-inch Expert; Greene, 54-inch Harvard; and Blacker, 52-inch D. H. F. Premier. The start was made from South Framingham at 6.02, passing through Natick, Wellesley, Newton, Lower Falls, and Watertown, arriving at the Cattle Fair Hotel, Brighton, at 7.40. Fifty-seven minutes' halt was made here for breakfast, and at 8.37 wheels were again mounted, and we passed through Cambridge, Medford, Malden, and Saugus, to Lynnfield, which was reached at 10.55; thence through Peabody, Danvers, and Beverly, to Ipswich, which was reached at 1.23, the three cyclometers registering from fifty-five and one fourth to fifty-five and one half miles. Four minutes' rest was taken at Malden, four minutes at Saugus, fifteen minutes at Lynnfield, and ten minutes at Danvers. Total time on road, 7h. 21m.; halts, 1h. 30m.; riding time, 5h. 51m. Dinner was taken here, and at 2.10 Holland and Midgley mounted their wheels for Worcester, passing through Salem at 3.25, Lynn 4.15, Malden 5.08, Brighton 6.07, where supper was taken, South Framingham 9.40, Southboro' 11.35, Northboro' 12.55, Shrewsbury 2.05, and Worcester at 3.05; 1h. 57m. being consumed in halts between Ipswich and Worcester. The total time for the one hundred and thirty-six miles, 21h. 3m.; halts, 4h. 14m.; riding time, 16h. 49m.

Higgins and Greene took the cars at Salem for home. Harwood and Blacker left Ipswich on their wheels at 2.50, passing through Salem and at 4.20, arriving at Lynn at 5.23, where cars were taken for home. Total time on road for the seventy-three miles, 11h. 21m.; halts, 3h. 7m.; riding time, 8h. 14m.

The Æolus boys are a little elated over the performance of Holland and Midgley, and propose to celebrate some evening this week. Which is the next club to break the record? *ÆOLUS.*

Boston Ramblers' Long Run.

THE Boston Ramblers accomplished on Saturday the second longest all-day bicycle club run in America, covering one

hundred and twenty miles, the riders finishing in first-class condition. At 4.50 A. M. the following members started from headquarters: A. H. Forbush, H. B. Smith, W. P. Haskell, and E. R. Benson. They reached Waltham at 5.40, then, turning, rode through Auburndale, Newton Lower Falls, and Wellesley, to South Natick, which was reached at 6.35. Stopping here for three quarters of an hour for breakfast, they again mounted and rode back to Waltham, then on through Lexington, Arlington, Medford, Malden, Lynn, and Peabody, to Salem, which was reached at 11.35, the cyclometer registering fifty-seven miles. Stopping here one and three quarters hours for dinner, they then proceeded to Gloucester, which was reached at 3.45. Making a short stop, they rode back to Salem, where, after supper, they were joined by several of the Hawthorne Club, and at eight o'clock started for Boston by way of Swampscott, Lynn, Malden, Medford, and Cambridge. At Medford they were joined by the other members of the club, and reached the Hotel Vendome at 11.50 P. M., their cyclometers registering just one hundred and twenty miles. The total time consumed was 19h.; the stops amounted to 7h. 8m.; the actual running time was 11h. 52m.; the average distance per hour was ten miles. The Boston Ramblers are all young men, and the club was formed only the present season; and it is entitled to great credit, not only for this performance, but for its general enterprise and activity.

Safety Bicycles.

[FIRST ARTICLE.]

NOT long after the evolution of the bicycle from the ancient bone-shaker, — which was itself only the century-old Draisine with cranks added, — the freakishness of the steel steed became recognized, and search began for a modified machine which should add safety without impairing other material good qualities. One of the early patterns ran the small wheel foremost, Star fashion, the rider bestriding it and driving the large one by means of a long lever connection beneath and behind him; out of this soon-abandoned pattern grew the central-driving Challenge tricycle. Another pattern, the Poney, had a small wheel, which a man of ordinary legs could drive by a secondary crank pivoted on the extremity of the ordinary one; when the fixed crank was down, the swinging one hung below it, carrying the pedal down for the length of both cranks and so allowing the legs to be at stretch without striking the handle bar; at the same time the swinging crank on the opposite side of the machine doubled or shut up on the fixed one by its own weight, bringing the pedal down to about the height of the axle. This simple and ingenious device accommodated long legs, and permitted the use of a wheel about five inches under regular size; but it proved not practical, and went into the limbo of fail-

ures, together with a dozen other devices. The well known 'Xtraordinary Challenge was the first, and for several seasons the only successful device for securing safety without paying too much for it. Its governing principle is "rake," the backward tendency of the machine being increased by the weight of a 22-inch rear wheel; at the rim of the wheel the steering head takes a bend so that the head itself has only about the ordinary rake, the spindle thus being in a line not coincident with that of the fork, but in one directly toward the point of contact of the rim with the ground. Queer-looking "grasshopper" levers convey motion from foot to wheel. This machine has already been illustrated, described, and eulogized in the *WORLD*, — the eulogist, I believe, being a wheelman who had never tried the machine; and as I have never done so myself, I must criticize carefully. The safety intended is admittedly secured, but the price paid for it, as well as the defects in construction of the 'Xtraordinary itself as made, have been warmly discussed in the English wheel press. The upward trend of the steering head is intended to counteract the steering difficulty caused by the great backward slope of the fork, but I conclude that this is done only imperfectly. The only rider of the 'Xtraordinary whom I personally know has told me that the wheel persists in "wobbling" as soon as a considerable speed is attained, and I find this confirmed in the discussion just mentioned, the reason generally assigned being that the wheel is so far forward of or outside of the fork. I have also seen great complaint of poor construction, the centres for example (as was said in some cases) not being hardened at all, although the machine must naturally impose unusual wear on them. The great rake also apparently causes a "drag" by the weight on the rear wheel, especially up-hill; I cannot make it seem otherwise than that this must be so, although some dispute it. The defects in construction are, I believe, now somewhat mollified, but those in plan are irremediable. By altering the levers a very large wheel could be brought within reach of the leg, and this might suit our "geared-up" and "ratchet" friends whose destiny commands them to travel thirty to one hundred miles an hour *per pedem*; the inventor, if I remember rightly, once made an 'Xtraordinary with a 72-inch wheel just for experiment, but never a second one. On the other hand, the levers could be applied to a small wheel, but this has not yet been done. The machine, thus far, makes no claim — at least no well-founded and direct one — to either especial power or speed; it simply sets the rider farther back, gives him more safety weight on his rear axle, and enables him to propel and guide notwithstanding the rake. A safety machine of the same style, differing scarcely from the 'Xtraordinary, except in the mode of working

[Continued on page 597.]

L. A. W.

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

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

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

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

APPLICATIONS.

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

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

MARIETTA BI. CLUB.—Additional: Jonas E. Wilmer, Marietta, Pa.

MANCHESTER BI. CLUB.—Additional: A. E. Batchelder, Manchester, N. H.

ROCKINGHAM BI. CLUB.—Additional: Wm. Wallace McIntire, Portsmouth, N. H.

UNATTACHED.—J. W. Packard, care of Warren, Packard & Co., Warren, Ohio; Fred. W. Gebhart, Wayne street, Dayton, Ohio.

FALL MEETING OF THE BOARD OF OFFICERS.—The fall meeting of the board of officers of the League of American Wheelmen, which was announced for 13 October, has been postponed to Friday, 20 October, when it will be held at Hotel Vendome, Boston, at ten o'clock, A. M.

This postponement has been rendered necessary because of a misunderstanding as to the sending of notices; and it is hoped that the additional time given will insure a full attendance.

Every chief consul and representative should make it a duty to be present. Per order of
W. H. MILLER, Pres. L. A. W.

NOTICES OF PROPOSED AMENDMENTS TO RULES.—As required by Rule 36, notice is hereby given that the following amendments and additions to the rules will be offered at the coming meeting of the board of officers. Addition to Rule 8:—

"Consuls shall be prepared to give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person or by letter; they shall keep their State officers informed from time to time by reports; perform such duties as the latter may require of them, and generally promote the interests of the League."

Proposed by Chief Consul F. S. Pratt, and a further addition proposed by A. S. Parsons, as follows:—

"Consuls' term of office shall expire 1 July, but they may be removed for cause by the president."

Amendment to Rule 8. "Recommend" in place of "forward" in first line, and strike out "for appointment the" in second line; so that it shall read: "Representatives shall recommend to their chief consuls' names of members of the League to serve as consuls," etc.

Amendment to Rule 21. In second paragraph, first line, after "each member," insert "who was admitted, or whose dues were paid up to the 1st day of March." In fourth line, strike out "these blanks shall be filled out," and insert "each vote shall be signed by the member voting it."

Amendment to Rule 25. In last line but one, strike out "taught or."

Amendment to Rule 26. Strike out all after the first two lines.

By Representative C. L. Clark of Massachusetts:—To amend racing rules by defining a standard of measurement for bicycle tracks.

Massachusetts Consuls Appointed.

Editor Bicycling World:—I hand you a list of L. A. W. consuls appointed for Massachusetts. All had accepted the post before receiving certificates. Full addresses will be given later. Nearly every letter has expressed a warm interest in the success of the League, with pledges of diligent attention to consular duties. There are twelve additional names remaining to be heard from at this time:—

Attleboro' Falls, E. C. Stanley; Belmont, R. M. Diaz; Boston, W. B. Everett; Braintree, Chas. A. Pitkin; Brighton, Philip L. Aubin; Cambridgeport, Frank W. Power; Chelsea, Chas. H. Fowler, Jr.; Gloucester, J. S. Webber, Jr.; Haverhill, J. Fred. Adams; Holyoke, Jas. S. Newton; Lawrence, Thos. S. Webb; Marblehead, George Chinn; Milford, Arthur H. Ball; Newburyport, Fred. A. Nield; Northboro', J. O. Hatch; Peabody, King Upton; Provincetown, Wm. R. Mitchell; Roxbury, Chas. H. Currier; Salem, Jas. P. Burbank; Sharon, L. H. Shepard; Somerville, Frank G. Parker; Southboro', Chas. A. Hobbs; Southbridge, George M. Lovell; Worcester, Edw. F. Tolman.

League hotels are appointed as follows:—Haverhill, Eagle House; Ipswich, Agawam House; Lawrence, Franklin House; Lowell, American House; Salem, Essex House; Sharon, Cobb's Tavern; Worcester, Lincoln House.

FRED. S. PRATT,
Chief Consul Mass.

7 OCTOBER, 1882.

Massachusetts L. A. W. State Run.

MASSACHUSETTS L. A. W. members are hereby notified that a run will be made on Saturday, 21 October, to Cobb's Tavern, Sharon; start to be made from Trinity square at 9 A. M. Dinner (at 50 cents) will be served at Cobb's at 1 P. M.; after which a State organization will be effected. The return to Boston will be made via Chestnut Hill Reservoir. Club secretaries and individual L. A. W. members are requested to notify the chief consul as soon as possible of their intention to be present. Per order,

F. S. PRATT, C. C.,
Worcester, Mass.

ALL L. A. W. members from other States are cordially invited to join in this run.

To the L. A. W. Chief Consuls and Representatives:—The League of Ohio Wheelmen at its last meeting, held in Columbus 29 August, referred the matter of securing free transportation of wheels in this State to the executive committee. This committee, in its appeal to the different railroads, wish to enumerate the roads throughout the country which have granted this privilege. Please, therefore, furnish me with this information, as far as the railroads in your respective States are concerned, and any other data pertaining thereto, either through the columns of the *WORLD* or in a personal letter. Fraternally,

H. S. LIVINGSTON, Pres. L. O. W.,
Cincinnati, Ohio.

CINCINNATI, 30 September, 1882.

[SAFETY BICYCLES—Continued.]

the pedals, was introduced by the Coventry Machinists' Company a couple of years ago, but has been abandoned.

A very novel machine was brought out this year. The backbone of an ordinary bicycle runs over forward and carries a second small wheel; the large wheel and the rear one are rigidly fixed in line, the small forward one being the steerer. Croppers are obviously made impossible, but the other advantages claimed seem to me rather fanciful if not ridiculous, and I doubt if the Atlantic Special will survive its first season.

The Otto is another novelty, now, I think, in its second season. It resembles an ordinary equal-wheeled tricycle with the steering wheel omitted. The seat is suspended (virtually) below the wheel centres; each wheel is driven independently from a pedal shaft connected by steel bands; to steer, a spade handle is turned as in the tricycle, a handle being placed on each side; turning either handle

raises the pedal shaft on that side, slackening the driving band and taking off the power, at the same time putting on a brake. A safety wheel borne clear of the ground sustains the machine behind when the rider tips toward the rear. The machine is a queer one in every respect, requires especial learning, is ticklish down-hill, and has some dangers which I have seen darkly hinted at, but have not seen stated. I have heard of a specimen having been seen in this city, but have been unable to get on trail of it. The price is high enough to be prohibitory, in America at least, and the Otto does not seem to have taken any hold of the market as yet.

The Devon is an ordinary pattern, with a higher and longer spring and a saddle set a little farther back. The pedal is at the end of a short bar, which bar is pivoted near its middle to the crank; the forward end of this bar has its fulcrum at the end of a long rod, which is jointed to the top of the fork and swings freely therefrom. The foot describes an ellipse and does not go forward of the wheel centre. A considerable degree of safety from croppers is attained by this device, but I do not learn that it is making much progress in getting into use.

Several recent machines use the ratchet for propulsion. This is capable of use to attain some degree of safety in combination with a small driving wheel; but the ratchet necessarily involves the loss of back-peddalling, and introduces such practical objections—although it sometimes claims ability to interchange power and speed at will—that I do not believe it will come to anything, on bicycles at least.

Remaining safety bicycles—abandoned patterns being ignored—are of the small-wheeled type, and several are in market. One has a toothed wheel hung below and behind the wheel centre and worked by a crank as usual, which wheel (with an intermediate idle wheel) gears with the axle, "gearing up" being resorted to commonly. Several others are difficult to describe without a cut; but they are not advertised, and are not, I think, finding much success in seeking the market. One other, the Facile, is, however, so free from practical defects and is so rapidly making its way abroad that I shall devote a second article to it.

JULIUS WILCOX.

NEW YORK, 8 September, 1882.

CORRENTE CALAMO

The Falls City (Louisville) Club has twelve members.

The League run will be to "Cobb's," at South Canton, for dinner, and return.

EIGHTEEN wheelmen were dined at "Cobb's" tavern, South Canton, Sunday.

THE Champion City Bicycle Club is looking up winter quarters. Cook and Worthington rode 103 miles recently.

WILL FRANCKE of Louisville has wisely ordered, for use on the track, a 40-inch racer.

TRINITY SQUARE, Boston, at 9 A. M. sharp, is the order for the State run of League members.

THE makers of the National tricycle recently received an order for nine tricycles from America.

It is reported that the makers of the American Star are turning their attention to tricycle construction.

THE fall meeting of the L. A. W. board of officers has been postponed to Friday of next week, 20 October.

CAPT. E. C. HODGES of the Boston Bicycle Club has returned from the Maine jungles "bearded like the pard."

ALL right, "Meteor"; Billy Bernhardt says you can pass in. But hold on, Jackson! St. Peter wants to see *your* pass.

CUNNINGHAM & Co. have received a supply of the Challis stop bell, which is used very extensively by English wheelmen.

THE Louisville *Argus* says that the American Sanspareil roadster is used and much liked by Salem (Ind.) wheelmen.

PRINCE has several engagements to train riders for the League championship race, to be run next week at Beacon Park.

THE Boston Ramblers make a run to Salem Sunday, dining at the Essex House. Leave headquarters at ten o'clock A. M.

JAMES TRAVIS of Ovid, Mich., has a tricycle, the English price of which was \$88, but tariff and other dues increased the cost to \$175.

CONSUL CHINN of Marblehead gives in the *Register* a pleasant account of the run of himself and a companion to attend the Goffstown races.

OFFICERS of the L. A. W., attention! The annual fall meeting of your board will be held at Hotel Vendome, Boston, 20 October, at 10 A. M.

MEMBERS of the League residing in other States are cordially invited to join in the Massachusetts League run, on Saturday of next week.

MR. C. BARROWS of the Boston Club sailed for Guatemala on Saturday last. He goes on business, and if satisfied with the prospects will make his home in that country.

THE Pennsylvania Railroad and the Philadelphia and Reading Railroad will transport passengers' bicycles free during the week of the Philadelphia bicentennial celebration.

THE superior "form" in which many of our local racing men appear on the track, as compared with others, is due to the excellent training and coaching they get from John S. Prince.

Who will join the first grand run of League members next week Saturday, under the auspices of the Massachusetts division of the National League?

A WALTHAM tricyclist was seen the other day mounted on a Coventry Rotary, upon which he had fixed an auxiliary seat, and on this was seated a little girl of a dozen years. He was making good speed.

THE Attleboro' Fair authorities refused to recognize the amateur wheelmen this year, and put their patrons off with a rather tame affair in the shape of a professional handicap; and Stall is avenged.

AND now the Æolus Wheel Club of Worcester goes to the front with one hundred and thirty-six miles in a day to its credit! The Boston, Massachusetts, and Ramblers' Clubs must brace up again. Which will be the first to make it one hundred and fifty miles?

DAILY runs of one hundred and twenty-five miles or less are no longer of sufficient importance to be recorded, except by brief mention, as noteworthy events; and the next legitimate bugle blast of triumph must be for nothing less than one hundred and fifty miles.

By an unfortunate error, the number of WORLDS printed last week was insufficient to supply the demand, and we are left without papers to use in binding at the end of the volume. We shall be obliged if parties who do not keep the paper on file will send us their copies.

WE saw, at the rooms of the Pope Manufacturing Company last week, the first Expert racer. The machine was built by hand, and so far as appearance goes, looks well. It test has yet to come. Its weight is thirty-one pounds; it has a handle bar thirty-one inches long, and is fitted with racing spring, etc.

CAREFUL measurements of the track at Beacon Park were taken last Saturday, and the discovery was made that it is exactly a quarter-mile circuit *at the pole or curb*, thus making the travel line forty yards or about four seconds too long. Therefore, hereafter races are to be started from forty yards in front of the finish.

COME, wheelmen of leisure, and all you who have not taken your annual vacation yet, brace up for the Philadelphia meet. The Quaker bicyclists are bringing up all their heaviest guns for the battle, and want every man's assistance to conquer adverse public opinion; and after the fight, the feast, you know.

Dear *Wheel*, League races at other distances than two miles and five miles (the only ones surrendered to the N. A. A. A.) may be made interesting. There are ten, twenty, and twenty-five mile events yet to be established, and it is for the L. A. W. to do it; or even a half-mile race would not materially compromise its dignity.

WE have received a charming photograph of little Davy Grant, the twelve-

year old bicyclist, who, costumed as a little miss, attracted so much admiration at the Franklin (Pa.) tournament by his graceful and skilful riding. He was presented with a handsome gold medal by the directors of the Venango County Agricultural Association.

THE *Wheel* reports: "After the spirited contest which McKee & Harrington (of New York) have had with the Pope Manufacturing Company, for something over two years, in two suits, they have last week *consented to a decree against them, and have taken a license from the latter company to sell off their machines on hand.*" The italics are ours.

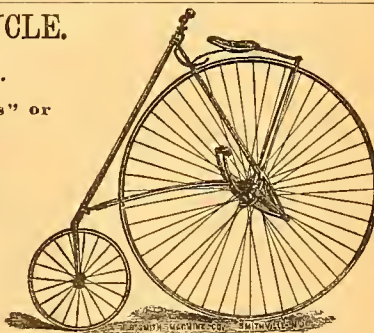
E. R. BENSON and W. P. Haskell of the Boston Ramblers reside in Cambridge, and as they rode from thence (three and a half miles) to join their comrades at Hotel Vendome for the run from thence, and then rode back home after the run, are to be credited with seven miles more than the others; that is, they rode for their share 127 miles.

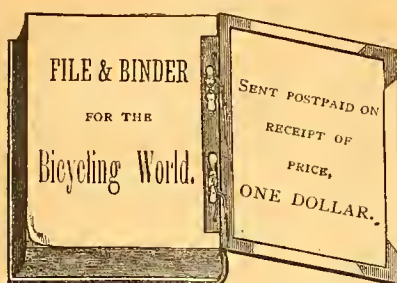
WILL ROSE, after much tribulation over Illinois prairies, Iowa hills, and Nebraska plains, reached Cheyenne, Wyoming Territory, and having traversed with his bicycle nearly 1,400 miles, concluded to abandon his intention of reaching the Pacific coast this season, as it was so late there was danger of his getting snow-bound among the Rockies. He did n't care for the Indians.

FRANK S. COOK, Ed. C. Maxwell, and Arthur Worthington left Springfield, Ohio, Saturday, at 10 P. M., and arrived at Mechanicsburg at midnight; left there Sunday at 8 A. M., rode to Delaware, thirty-two miles; back to Springfield, fifty miles, arriving there at 7:30 P. M.; went from there to Yellow Springs and back, eighteen miles, arriving home at 10 P. M.; total day's ride, one hundred miles.

THOSE who remember the discussion on "tires," which was published in several numbers of the *WORLD* last winter, will be interested to know that Mr. Pressey has put his ideas therein expressed into practical shape, and given to the new Stars a wide rubber tire. Two Star machines, one with the old-style tire and one with the new, were ridden at the late New Hampshire meet. The riders, who came into town from a distance, voted the new tire to be a marked improvement over the old.

It is stated that Capt. Stewart of the Eagle Bicycle Club of Lynn recently took his bicycle with him on an excursion to Prince Edward Island, and arriving there, deposited \$60 with the customs officers as guaranty that the machine was to come back with him, and not stay on the island, and on his leaving for home the amount was refunded. At Boston, however, when he got here, the revenue officers would not give him his bicycle except by payment of the usual thirty-five per cent. duty, notwithstanding his statement of the action of the Prince





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