

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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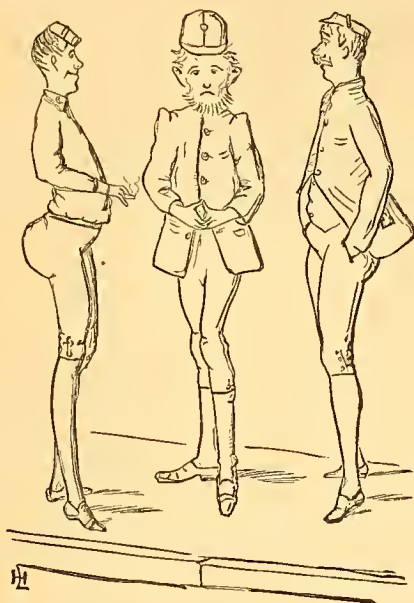
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Club Uniforms—A Study.

THE bewitching smile a Crescent man wears,
Or the expression his face seems to lack,
Or his mincing walk, or his lah-de-dah airs,
Or the æsthetic curve of his back,
Is not a subject for unkind scorn, —
It's a part of his uniform.

The massive feet and spiritual limbs
A Massachusetts man rests on,
May result from too much singing of hymns,
Or perhaps from indigestion.
He has become so; he's not so born, —
It's a part of his uniform.

The lofty conceit of a Boston Club man,
Or the negligé of his clothes,
Or the bottle which *will* peep out, if it can,
Or his rosy and bulbous nose,
Is not natural, but must be worn, —
It's a part of his uniform.

M. M.

Prince versus Keen.

Editor Bicycling World:—SIR: The manly acceptance by John Keen of my challenge is the sort of talk I like to hear, and is a good example to some of the so-called (by themselves) "champions" in this country. I herewith hand you \$100 as a deposit to be covered by Mr. Keen, and name Boston as the place for the race, and ten miles as the distance. I am told that the Boston Club talk of providing a track, and offering a purse for us to run for; but whether they do or not, if Mr. Keen will deposit in your hands the money to cover mine, I will give him my views for the race at once, either by letter or through your columns. I should name the BICYCLING WORLD as stakeholder, and wish the race to be open to all who will cover our money. JOHN S. PRINCE, *Champion of America*.

Boston Amusement Record.

BOSTON THEATRE.—"Michael Strogoff" all this and next week....BOSTON MUSEUM.—"Patience" all this and next week....GAIETY THEATRE.—Grand Vaudeville and Specialty Company....GLOBE THEATRE.—Vokes Family this week. Next week Mile. Rhea....HOWARD ATHENÆUM.—Variety....PARK THEATRE.—Edwin Booth all this and next week....WINDSOR THEATRE.—Mr. and Mrs. George S. Knight this week. Next week Jay Rial's "Uncle Tom."

EDITORIAL SPOKES

THE moonlight run of the Bostons, called for Saturday evening last, didn't come off because the moon was so wet.

THE club types so aptly delineated by our artist in connection with the verses on club uniforms represent the opinion each entertains of the others. He can't help it, — it's a part of his uniform.

THERE is on exhibition this week at the Boston Bicycle Club rooms a new style of bicycle wheel which is said to embrace several improved features of construction. It is the invention of Mr. G. L. Dyer of Boston, and is secured by letters patent.

WE have made arrangements whereby in the future we shall be able to publish cuts and descriptions of all bicycles, tricycles, and their accompaniments, on which letters patent are granted. We shall publish these simultaneously with their appearance in the *Patent Office Gazette*.

CHICAGO and Milwaukee wheelmen are evidently of the wide-awake sort. Not only have they established splendid rinks and arranged for a series of club races, entertainments, and socials for the winter among themselves, but they are now arranging for some inter-club races in one of their cities.

PERSONAL

WOODSIDE has sailed for England.

ELSA is doing some pretty good riding in Pittsburgh.

WILL "Lucile," of Milwaukee, send us full name and address?

HAS "K. K." muzzled the "Club Dawg" and gagged "Kanuck"?

SECOND LIEUT. A. L. WOODMAN, of the Boston Bicycle Club, starts this week on a business trip to Mexico.

THE office of the *Wheel*, Fred. Jenkins, editor and publisher, is removed to 187 Broadway, room 12, New York City.

WE are sorry to record the death of Lieut. R. C. Goodwin, of the Crescent Bicycle Club, of whom we made mention last week as improving.

BICYCLERS will be glad to see J. S. Prince's prompt and sportsman-like response to Jack Keen's acceptance of his open challenge, which response we received just before going to press, and may be seen in the preceding column.

"HANDY ANDY," in the intervals of leisure between business and baking Boston beans for the *Wheel*, practises the stand-still in his back office. He says he has a record of five minutes, but five seconds would probably stand still nearer the real figures.

LOUIS HARRISON, Capt. Hodges, Billy Bernhardt, and lots of others, "rastle" with the stand-still between the walls of the back basement entry at the Boston Bicycle Club headquarters; and the number of abrasions both plaster and

shins have received up to the present time is something immense.

DIED. — At Hotel Brunswick, in Boston, 4th inst., ROBERT CARTER GOODWIN, first Lieutenant Crescent Bicycle Club, aged 19 years.

TO MEMBERS OF CRESCENT BICYCLE CLUB:—You are requested to wear the emblem of mourning on the left arm, when on the wheel, for thirty days from date, in memory of our late associate and member, Robert C. Goodwin.

Emblems can be obtained of the club secretary and road officers.

F. B. CARPENTER, *Captain*.

BOSTON, MASS., 6 December, 1881.

AMERICAN EXAGGERATION. — Sir, — In advocating the right of bicyclists to use of the Central Park of New York, the *Philadelphia Times* ends up a really sensible article by the following amusing peroration: "Who that has ever passed through European cities has failed to remark in the dense crowds of Piccadilly, Pall Mall, the Champs Elysees and the Bois de Boulogne, the Prater in Vienna, the Corso in Rome, the Thiergarten in Berlin, and every other famous promenade, hundreds, yes, thousands of bicycles winding decorously among the packed equipages? There is not a public or private park or highway in Europe closed to the bicyclers, and yet this [America] is called the 'land of freedom.'" To begin with, no one has ever seen "thousands of bicycles" in either Piccadilly or Pall Mall; in the Champs Elysees and Bois de Boulogne they are rigorously excluded and the gens d'armes immediately stop any rider attempting to break the rule. In Vienna, bicycles were unknown until the commencement of the present year, and there are now only about thirty in the city; in Rome one has never been seen; and the Thiergarten at Berlin, to my personal knowledge, is as strictly forbidden as the Champs Elysees. As to the last statement, we all have good reason to know whether or not the public parks of London are closed to us. — CHARLES R. MADDOX, in *Bicycling News*.

WE have had forwarded to us, through the courtesy of a correspondent, a copy of the "Textile Record," published at Philadelphia, U. S., and printed in that wonderfully clear and glossy manner which has been rendered familiar to English readers by Scribner's Magazine. In this journal (the "T. R.") is published a complete description, with engravings, of the only bicycle manufactory in the United States. It seems that in the summer of 1877, Col. Albert A. Pope, of Newton, Mass., learned to ride a bicycle from an English visitor, and was 'cute enough to see that a new trade had been inaugurated with the advent of the two-wheeler; and as a result, has built up one of the largest bicycle manufactories in the world, at Hartford, Conn. — *Cyclist*.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., 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.

To Contributors.

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

BOSTON, 9 DECEMBER, 1881.

TRICYCLES.

WE do not think manufacturers and dealers in this country have given that prominence to tricycling which its growing importance demands; that is, they have not made special effort to attract attention to its convenience and utility for street and suburban road-riding, nor to induce ladies, for whom it is more especially adapted, if not primarily designed, to look into its merits and learn to use it. The principal drawback at present to its popularity is its greater expense as compared with the two-wheeler, although this must necessarily be, so long as its material, quality, and finish are the same as the latter; but why need it be as expensive in finish and quality of materials used? It has been and is the pride and boast of our principal manufacturers and importers that they have put upon the American market only absolutely first-class bicycles; thereby maintaining not only a supremacy of excellent machines in use, but in

a large measure restricting bicycling to a better social status than would obtain through an extensive introduction of "cheap" machines to meet the financial resources of the "great unwashed." But these considerations need not apply to the tricycle, for more than one reason. First, man is a selfish animal, even toward lovely woman, where the question of expense is concerned; for while according her every social courtesy, and very often to his personal discomfort and inconvenience, when feminine needs or desires are directed toward his pockets his features harden to a frown, or assume a far-away, dreamy expression, or perhaps soften to a regretful, apologetic air of momentary financial "shortness,"—according to whether the fair beggar is his daughter, his sister-in-law, or his wife: and although he will not balk his own desire to possess a hundred-dollar bicycle, he is an exceptionally generous masculine who will "tumble" ungrudgingly to the feminine desire for a hundred-and-fifty-dollar tricycle. Therefore, the dealer should appeal more directly to the lady herself in order to dispose of his wares. Second, women generally do not have as much money as men; and this fact is recognized in the very common reduction made to them in many branches of business, especially those which supply the necessities of life. Now, while tricycles are not *necessary* to women, if women knew and realized what beneficial and enjoyable things they are, they would desire them; and in fact, many do know this and desire them, but they either do not possess the means to purchase, or they lack the moral courage to avail themselves of such opportunities as they have for gratifying the desire. And here is where both difficulties may be met by manufacturers and dealers: A large portion of the expense of the bicycle is in the excellence of the material used in construction to secure strength and durability (as for instance, in the use of steel instead of iron, and steel of the best quality too, and nicely tempered) and in the finish; and men as a rule desire and need these qualities, and are willing to pay for them. Women, on the other hand, while they should have all the accessories and attachments for easy propulsion, do not need as much strength in the construction of the machine, because they are lighter, more careful, and less venturesome than men, will ride slower and not as far, and will

subject the machine to less strain and injury from rough or reckless riding; and in the matter of ornamentation and finish of the machine, it will matter little to them or to observers, because more attention will always be given to the tricycleress than to the tricycle she rides,—which is not so apt to be the case with the bicycler. It will be obvious to the reader, from the foregoing remarks, that we wish to advocate the manufacture of cheap tricycles as one inducement to ladies to invest in them, or to their male friends to invest for them. The same "social" objection to the introduction of cheap machines will not arise here as in the case of the masculine bicycle; for, admitting that coarseness and brutality are more frequently characteristics of men among the lower or poorer classes than among the richer, these distinctions are less marked between the two classes of women, and neither sex would be annoyed by the appearance or company of respectable women of any station in life riding the tricycle. The Pope Manufacturing Company have just imported and offer for sale small and cheap, but entirely practicable tricycles for children. The prices at which these are offered indicate that their construction and material are much inferior to the "grown-up" machines; but why cannot grown-up machines a little superior to these in quality, and constructed on the same motive principles as the present costly ones, and as easy-running in all their parts, be manufactured and put upon the market at reasonable prices, say \$50 or \$60? Again, tricycling might be advanced even at the present cost of machines, if dealers would offer the inducement of free instruction and practice on certain days, or during certain hours of each day, to such ladies as would like to avail themselves of it. Of course some restrictions, such as the issuance of tickets, or the recommendation of parties known to be respectable, would be necessary to prevent promiscuousness on the part of visitors; but that is a matter easily regulated. This course would create an interest in tricycling among ladies, many of whom, having experienced the fascination of the exercise, would speedily become owners of machines; and once get the ladies to riding, it will stimulate and increase bicycling among gentlemen, many of whom now raise the objection that it is a selfish pastime in which their wives and daughters may not

share: whereas, if the price of the tricycle is so reduced as to conform to the superfluous cash in the masculine purse, he will not only keep a bicycle, but will also procure a tri. for his wife or his best girl, — whichever it happens to be.

CORRESPONDENCE

Brattleboro'.

Editor Bicycling World:—I have recently had the pleasure of visiting Washington; and for bicycling, I am sure it is better adapted than any place I ever visited. Through the courtesy of Mr. Carpenter, the agent of the steeds in that city, and whose hospitality will ever be remembered by a number of New Englanders on their return from Yorktown, I took half an hour's spin through some of the principal thoroughfares, much to my delight, and returned deeply sensible of the comparison between New England hills and Washington roads. Seventy miles of concrete pavement traverse the beautiful city; and with the numerous places of interest to visit, and excellent roads, I fail to see why it is not just the place for our next annual "Meet." I don't wonder at the appeals of Washingtonians, when our directors were trying to decide upon the place of our last Meet; it is as much nicer than Boston or New York as you can imagine, and a ride up around the Capitol, Treasury, Post-Office, Patent Office, Army and Navy, and other public buildings, and a visit to the same, would fully convince one of the fact. At the Meet last May in Boston, I thought the roads there were perfect; but they don't compare with Washington roads, in my judgment. Would'n't a representative group of our national wheelmen look fine, though, photographed from the front of the Capitol? I was in the city several days, and in all my travels there was scarcely a moment I did not see some one mounted upon our steeds, enjoying the favorite sport; and I could only feel envious that I was not myself one of the city's residents. The first snow-storm has made its appearance here, and the Brattleboro' Club is in a dormant state. About the only satisfaction we get in the next six months is in perusing the columns of the WORLD. Yours for Washington for our next Meet, A. W. CHILDS.

BRATTLEBORO', VT., 7 November, 1881.

Poughkeepsie.

Editor Bicycling World:—To all appearances, the bicycling season in this vicinity is ended. The almost incessant rains which prevailed since the beginning of November have completely spoiled the roads in all directions; and now that cold weather has set in and we have had our first instalment of snow, we have little hope for any wheeling until the return of spring. The number of "wheels" owned in this city at

present is eighteen, an increase of five since my last communication: and we are not a little elated to be able to record the facts, that although these eighteen bicycles have been in almost daily use on our streets and the roads in the suburbs, there has not been a single runaway caused by "fright at a bicycle"; that although we have ridden *some* on the sidewalks, we have had no collision with pedestrians; and lastly, that none of the riders have sustained any serious injury from falls. Not but that *several* of us, in passing certain localities, will remember how "once upon a time" ground and lofty tumbling was executed upon that spot; but we have had no broken bones, and only one sprain of sufficient consequence to be noticed. It strikes me that taking into consideration the fact that nearly all of us were novices this season, this record will "stagger" some of the theories not only concerning the frightening of horses, but also concerning the alleged great danger of accident attendant upon bicycle riding. Those of us who have kept a record of our rides have now considerable satisfaction in looking back over the pages and recalling the many pleasant hours we have spent "astride the pigskin"; we can also recall some incidents not pleasant, but they are "few and far between," and as "Rip Van Winkle" says, "we won't count that." As a rule, we have had little or no attention paid to us when on the road, nearly all of the people we have met minding their own business, and evidently expecting us to do the same. Occasionally we would be the recipients of a "cussing" from some irate individual who was not sure who was master, he or his horse; but so long as they confined themselves to words, we paid no heed. Still more rarely we would receive some little acts of kindness, which, because of their rarity, were perhaps all the more appreciated. Once I remember on Sunday evening, 3 July, we dismounted near the beautiful country seat of Mr. A. (situated about four miles from the city), and stretched ourselves out on the grass by the roadside "bicyclist fashion," discussing the dastardly assassination of President Garfield. And while we were "laying things down rather strongly," perhaps, we noticed a little domestic coming directly towards us from the house. Our first impression was that we were making too much noise, and that perhaps our room would be more appreciated than our company. But no, the message was of quite a different nature. Mrs. A. "wished to know if we would like some ice-water." Of course we accepted the invitation with thanks, and in a few moments were drinking as only thirsty "wheelmen" can drink. We departed for home a few moments afterwards, but the remembrance of that little act is a "green spot" in our memories, and I doubt if any of the three who were the recipients of her kindness ever passes within miles of the place with the kindest recollections of

it. Our genial "consul L. A. W." Dick Osborn, has sold his "Harvard." Next season he expects to have a larger one of the *same make*. By the way, it's a curious fact about these men who ride "Harvards," — if at any time they do sell, they invariably buy a new one of the same kind. I do not think it is so with those who have purchased some other makes. What can be the reason? From time to time recently there have appeared in the WORLD, statements in relation to alleged discrepancies in the registering of "Excelsior" cyclometers. If I understand it correctly, all that *any* cyclometer can do is to record the number of revolutions of the wheel to which it is attached; and how a *properly adjusted* "Excelsior" or any other cyclometer constructed on the same principle can fail in performing that duty, I cannot understand. Will some of the correspondents be good enough to explain their theory? as I must confess it has bothered me not a little. We have several in use here, and have thus far found them surprisingly accurate.

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 27 November, 1881.

The Wheel in Marblehead.

Editor Bicycling World:—For more than a year the graceful contour of the wheel has been seen winding in and out the crooked streets of this ancient town; and as the WORLD has been silent in regard to bicycling matters here, perhaps a few facts may be of interest to brother wheelmen. The first bicycle brought to town was a "Republic," which made its appearance something over a year ago. Previously the bicycle was not a total stranger to Marblehead, as a few summer residents and touring wheelmen would occasionally take a spin through the town. Not much interest was manifested in the "airy steed" until last spring, when a slight fever raged, resulting in an addition of sixteen more. They are of various sizes, ranging from forty-two to fifty-six inches, and include "Columbias," a few English makes, and a certain nondescript which the owner was informed was a "Duplex," — whatever that may be. (By the way, if "Steno" wishes a wheel entirely unlike any other, I would suggest that he correspond with the possessor of that "Duplex." It is possible he could be induced to sell, as he now has another more modern.) A club was formed in early summer, and the members have taken hold in earnest. Meetings are held regularly, and a uniform has been adopted, consisting of blue breeches and stockings, and gray shirt and helmet. Frequent runs have been made during the season and a few prolonged tours have been carried out. The club intends making application for joining the League in the spring. Notwithstanding that the *American Bicycling Journal* in an early issue credited Marblehead with fine roads for bicycling,

they are vastly unfit for such a purpose, being both sandy and rocky,—in fact, there is hardly a good road in the town. The road commissioners, apparently, are not up to the times in the matter of road building,—thinking that by merely dumping a load of earth and stones in the street, and making a dash or two at it with a shovel, they are making a *road*. Oh, that our selectmen could be persuaded to mount the pigskin! then, I am sure, we should not enjoy the honor of keeping the poorest roads this side of Boston. Our streets are really worse than Beverly's, and every one knows that's unnecessary. The local bicyclist has had to fight against some foolish prejudice, and it was many months before our good people would "tackle kindly" to the "silent steed." It was thought to be *the* thing, among a certain class, to annoy a rider as much as possible, and the mounting of the wheel was generally the signal for insults from the spectators. I hardly know whether to attribute their rudeness to ignorance or envy, or both. But the determined bicyclers were not to be prevented from indulging in their healthful sport by the loud mouthings of idlers. They kept a "stiff upper lip," and literally rode down all nonsense, so that to-day the wheel has almost ceased to be a novelty to the towns-folk.... The *Messenger* office has done her part towards promoting the "cause" in Marblehead, five wheels belong to *attachés* of the office, including two ridden by the editors.... A meet was arranged for Thanksgiving day, and invitations were sent to neighboring clubs and many "unattached" wheelmen in the vicinity. A large number would in all probability have turned out, and the affair would have been the most notable bicycle demonstration ever held in the country. But alas for all our hopes! unkind nature upset all our plans, for who cares to kick a wheel through a couple of inches of mud and snow? However, the managers are resolved to have that meet, and it will come off Fast Day, if the gods are willing.... With the advent of colder weather, many of the wheels have been consigned to the attic for a winter's rest; but one enthusiastic rider says he intends using his bicycle every month during the winter, and he will.... By the foregoing, it will be seen that bicycling has got a start in this historic town; and as the interest is spreading rapidly, next spring will probably see the Marblehead Bicycle Club augmented to thirty or more members. "So mote it be!"

GEESEE.

MARBLEHEAD, MASS., 28 November, 1881.

Montreal.

Editor Bicycling World:—The season for riding has now, alas! drawn to a close, and it behooves each and all of us to cast a retrospective glance o'er our past enjoyments, with a view to their better development next season. I am not yet fully convinced that the fact of winter stepping in and putting a stop for a while to road

riding is an unmixed blessing or the reverse; possibly it may contain a little of both. Certainly, some at least of our members "go in" for riding more heartily in the spring than later on, simply owing to their lying off so long; and yet I have known some men who could not be persuaded to commence riding in the spring, as they felt so rusty after their enforced idleness. However, I have yet to meet a bicyclist, at least one worthy of the name, who does not embrace every opportunity of riding. Early in the season we tried an experiment with our club; and now, after a trial of about three months, I think it can justly be called a success. Our club is commanded, as perhaps you are aware, by seven officers, whose rank is, respectively: Captain, secretary-treasurer, first, second, third, fourth, and fifth lieutenants. The rank and file are divided into sections, five in number, and each lieutenant is appointed in command of a section. The duties of the lieutenants are to inform the members of their sections of any information received from the captain or secretary (thus relieving the secretary of a great deal of work, besides insuring a more speedy distribution of the news), hunt up their men and get them to attend rides, etc., and in short, generally to act as what might, perhaps, be called sub-secretaries; and we have found this plan to give very good satisfaction in its working. I think we may congratulate ourselves on having, as lieutenants, five "good men and true?" As for our captain and secretary, they are both beyond praise; and if their efforts have not been crowned with the triumphant triple X success they deserved, why, that was not their fault.... There seems to be among some riders a surprising amount of ignorance regarding what constitutes the difference between a professional and an amateur. Why, sir, one of our men had actually arranged for some races to take place in a country town, open to all; and the prizes were to be \$15, \$10, and \$7.50, for first, second, and third places. On being remonstrated with, he said he was not aware of the danger he was incurring by such conduct. I could readily understand this when I found out that he never had read the *BICYCLING WORLD*; but he does now. It strikes me very forcibly that we have quite enough of what might be styled "gentlemen professionals" among American athletes (I use the word "American" in its broad sense). I noticed in the *BICYCLING WORLD* of 22 September an article by "Practicable," in which the writer stated that he attended so many races, at which he had won some five medals, and that the intrinsic value of these medals was so much, while the expenses he incurred in attending these races had been a great deal in excess of the intrinsic value of the medals, and advocating the practice of giving jewelry, etc., instead of medals. Now, sir, is this not very much like inserting the thin end of the professional wedge into amateur athletics?

for what constitutes the chief distinction between professionals and amateurs, if it is not that, broadly speaking, one rides for *love* and the other for *money*? This matter of intrinsic value is, I think, altogether too much thought of. Why, sir, how many great and noble actions would have been left undone, had the only incentive to the possession of the Victoria cross been its intrinsic value? This is a matter, Mr. Editor, that will stand looking into, and certainly all must admit that it is of the very gravest importance. "Practicable" ridicules the idea of a man sporting a lot of medals, and I agree with him there, to a certain extent; but there are occasions when the more medals a man has won, just so much more honor does he reflect on his club. Some years ago, before I came to Montreal to live, I was down here on business, and I attended a united concert of the Montreal Lacrosse and Snow Shoe Clubs. They had the stage tastefully decorated with snow shoes, lacrosse sticks, tuques, sashes, etc.; but what took my fancy most were two enormous heart-shaped shields, covered with black velvet, to which were attached the medals that had been won by members of these clubs. A small table at each side of the stage held the cups and other trophies that could not be attached to the shields; and I thought at the time how proud of his club each member must be, whose efforts had helped to place one or more of these medals and cups in view of the large audience that was assembled that night; and not only the prize-winners, but I should think that their personal friends, and in fact, all the members of their clubs would feel proud to belong to organizations possessing members capable of winning such fine prizes. Now, sir, this system of prize jewelry, etc., will go a very long way to destroy this "*esprit de club*," if I might be allowed that expression, and I think all must admit that that would be a most undesirable occurrence. The objection to wearing the medals might be got over by the League taking the matter in hand, and granting a ribbon or some other decoration to the winner of a certain number of medals. This is, of course, a very crude suggestion, but it could easily be more fully elaborated. I think, sir, in conclusion, that this matter of "professional *v.* amateur" should be fully ventilated; and I would like very much to hear from other members of the League on this subject.

K. K.

MONTREAL, 30 November, 1881.

Rutland.

Editor Bicycling World:—I desire to inform the readers of your valuable paper how bicycling is progressing in Rutland. Two months ago there were only two bicycles owned in town, and there are now seven machines, the owners having formed a club. We have secured a hall for practice three times a week, and are contemplating giving an exhibition of riding, some time next month.

On last Tuesday evening Messrs. Bagley, Knapp, and myself took a short run of about four mile north of the town. We made the run to Tan-yard Pond all safe, and the ice being good, we decided to try our machines upon it; but two of us came to grief in short notice, the result of our venture being two bent cranks. We then decided to return home before further damage was done, but the descent of the first hill (which was quite steep) resulted in a "header" for the writer. The only damage done, however, was the breaking of the brake handle, and without further incident we resumed our journey home, calling on C. G. Ross, our club surgeon, to doctor our machines; but he decided that we would have to bring them to him when he had access to his surgical instruments, the vise-like grip of his wrist being somewhat impaired by a "header" a few days ago.

WILLIAM ROSS, *Sec. R. Bt. C.*

RUTLAND, VT., 2 December, 1881.

Philadelphia.

"Let go thy hold, when
A great wheel runs down a hill, lest it break
Thy nose with following it."

SHAKY KING LEAR, *Act 2d, Scene 4th.*

Editor Bicycling World:—In accordance with an invitation extended to all the bicyclers of Philadelphia to meet and have a run on Thanksgiving day, about 150 wheelmen representing the Germantown, Philadelphia, Pegasus, Centaur, and Frankford Clubs, and a number of unattached, assembled at Lincoln monument, near the entrance of our beautiful park, to enjoy this, the most beautiful, exhilarating, and captivating exercise ever devised. The proposed drill at the main building by the Germantown Club and subsequent run to Germantown was abandoned on account of the condition of the roads, caused by rain on the previous day, and a start was made for Bryn Mawr. About 9.30 the line of march was taken up through the park and past the permanent exhibition building, while the haughty, Pharisaical, utterly-too club "passed by on the other side." A few "headers" were taken by those pushing young men, whose brains are "abnormally previous," as we settled down on the Lancaster Pike,—for ten miles of the best prepared roads in this part of the country. Our progress was against an unusually heavy wind, and the club having come out for recreation, not hard work, was unanimous in wishing to return, concluding there was little wisdom in engaging in a battle with the wind, or opposing its strength against the forces of nature. Hum! Returning, we wandered around Horticultural Hall and through the admirable walks and drives of Fairmount,—second to no city park in this country or the world for natural beauty of scenery and extent and condition of its drives.... Does not the "beautiful and accomplished" reader think that when the "immortal Bard" penned the *touching* lines quoted at the head of this communication, he conceived the germ of the bicycle, and saw through

the mist of many centuries the long line of wheelmen wobbling over the hills and dales of "merrie England," and vast armies of bicyclers dotting the roads and darkening the plains of a new-found El Dorado? Hum!... Thanksgiving day was the occasion of the Germantown Club's first appearance in its new uniform, consisting of dark green pants and coat, with stockings and cap to match. This club numbers sixty-five active members, and is the largest in this city. The days dedicated by it to the "wheel" are looked forward to with pleasure, and the hours spent by its members on the road are counted among the pleasantest recollections of a too busy life. IRA JOYCE.

PHILADELPHIA, PA., 2 December, 1881.

Chicago.

It would seem that in the development of all the features that make the bicycle what it is, there could be no other result than that of great benefit to the rider and to the craft at large. The bicycling craft is, generally speaking, a homogeneous body, in that any efforts an individual member may make for self-improvement and advancement in the art of mastery of the wheel have a twofold result, in benefiting himself and also the brotherhood at large. To the development of the resources contained in the bicycle principle, we are indebted to the genius of those individuals whose special interest in and love for the wheel have inspired them to improve upon the machine, until the principle of self-transportation has reached its present degree of perfection. No one of a progressive mind would wilfully throw the slightest hindrance in the way of the advancement of knowledge in the art of bicycling; but mistaken ideas as to the bicycle's mission on earth may cripple somewhat one feature of wheelmanship, that of racing, the improvement of which results in a great source of pleasure and benefit to the student thereof, both morally and physically,—more especially the latter. There exists with many a prejudice against "pros rating," as they term it, "the bicycle to the level of a horse-race"; and it has been intimated that racing "creates envy among the members of a club, endangers machines, and is detrimental to health." Of course evil can be conjured out of the most innocent pastimes, and it might be said truly that the influences for right or wrong in the conducting of any amusement or sport rest entirely with the character of the participants. No sport is more elegant, more conducive to the excitement of emulation, and more productive of good effect than judicious cultivation of club racing. What else is a bicycle club organized for, but to secure to its members the best means of obtaining from the bicycle all the pleasure it contains, be it on the road or cinder path? Any objects outside of these which a club may entertain are simply those which pertain to any organization gotten up for social purposes. It therefore becomes the policy of a club to embrace in its membership

those natures which readily blend together in peace, harmony, and good-will; and it would seem that within the jurisdiction of a club so constituted, members could find ample opportunity for study or pleasure in the bicycle, without fear of contact with evil or discordant elements. The Chicago Bicycle Club believes in racing, from its most venerable member down to the youngest; and it proposes, through its directors, to make this winter season interesting for all the elements which enter into its composition,—the ambitious racer, the excessive fancy rider, the literary man, and those who think they can sing; and for those who cannot do anything else, we will provide a dance. For the first, we have challenged the Milwaukee Bicycle Club to a five-mile race, to be held either in the Milwaukee or in the Chicago Exposition buildings during the coming holidays; each club to be represented by four members. For the others we have provided a regular monthly complimentary entertainment for friends of the club, at the club-rooms, consisting of instrumental music, club songs, a couple of essays on the bicycle (to instruct the uninitiated friends of the club, you know), a fancy club drill, and trick riding. This programme to fill up about an hour and a half, when the floor will be occupied for a social dance up to about twelve o'clock. One entertainment (*sans* dance) has been given already, and proved to be an immense success. Five of our 'cyclers—Messrs. Keen, Wigman, Redfern, Rollinson, and Ayres—went up to Milwaukee last Wednesday to participate in the grand opening of their elegant Exposition building for a bicycle hall and roller-skating rink, under management of Mr. Richardson. Prof. Rollinson gave his inimitable exhibitions of an awkward beginner on a bicycle, and fancy riding, to the sombre tones of the big organ, which, though powerful enough to lift the roof off, was scarcely audible, mixed in with the roar of the roller skates. The professor also gave an exhibition of a mile ride against time in the gallery (about four laps to the mile, on narrow, well-matched flooring laid lengthwise,—superb track). Time, five miles in 18.45; one mile—the last—in 2.57. The Exposition building is an elegant place for bicycling, and under Mr. Richardson's management, and the patronage of the Milwaukee Bicycle Club, bids fair to be a lively place. STENO.

And Another.

Editor Bicycling World:—A certain Eliot Hunt seems to be endeavoring to resuscitate the dry bones of the Attleboro' fiasco; and with rather poor logic, but extremely good success in misrepresentation (to use a longer term for a shorter word), to turn public opinion at this late hour in favor of his employers, through your columns. Fully appreciating your aversion to a continuance of what has now become only a personal controversy, I will trespass no further

on your space and patience than to submit to your readers the following characteristic epistle from the gentleman (?) to whom the whole controversy is mainly due:—

NORTH ATTLEBORO, MASS., Oct. 24, 1881.

W. W. STALL: *Sir*,—Your statement of the bicycle troubles at our fair, 6 October, proves you to be a dirty, contemptible liar, and I would not like anything better than to go before the Bicycle League, and prove you as not being worthy of being tolerated in any League or society of any kind.

O. M. DRAFER (B.)

This is hearty; but the *Chronicle* man, Hunt, with more style but quite as forcibly puts it: "This man Stall, this self-constituted leader and dictator, this contemptible agitator and disagreeable, discordant element in the bicycle world," etc.; but as Sairy Gamp says, "I deniges of it."

W. W. STALL.

BOSTON, 19 November, 1881.

Rubber Tires Again.

Editor Bicycling World:—In opening a discussion about rubber tires, I did not pretend to know whether really exhaustive experiments have ever been made with flat tires, or with any other form than round tires. If anybody does know, I think it would be interesting to have a description of such experiments and their results; showing the reasons why round tires were adopted, and are now the universal rule. The question appears to me one of large interest to wheelmen, but of still larger interest to manufacturers; for it is self-evident that if thin flat tires will serve, they may effect these manifest advantages:—

1. A great saving in the weight of wheels.

2. Allowing any desired increase in the width of wheel rims.

3. Theoretically, a greater ease, by the use of broad, flat wheel rims, in riding over common dirt roads, which are now generally impracticable for bicycles.

4. Clearly, a fortune will reward any manufacturer who produces a machine capable of being ridden over ordinary country roads, wherever a buggy can be readily drawn by a horse.

The advantages of using broad tires for vehicles drawn by horses, or propelled by steam, have been long recognized. A lumber firm in Wisconsin, which had to haul lumber nearly four miles to a railway station, over a road partly clay and partly sand, increased the width of its truck tires to four inches; and reported that with the same teams they were able to haul, during the year, more than double the amount of lumber, with greater ease to their teams. In the days of the old bone-shaker velocipede, a Toledo man brought to Detroit, and rode, a velocipede made by himself, with the tire of the forward wheel of thin steel, about two and one quarter inches wide, the rear wheel about two inches wide. These tires were not flat, but nearly flat. With this machine he rode over sandy places, gravel, etc., which were impossible for any other machines. This the rider claimed, and

made his claims apparently good by some experiments which I saw.

If thin, flat rubber tires will serve, a bicycle wheel rim might be made two to two and a half inches wide, with perhaps a very slightly crowning surface, the tire one quarter of an inch thick, or thinner; the outer edges of the rim projecting one eighth of an inch, and still the whole wheel not weigh any more than a wheel of the present form with an inch round tire. A wheel with a flat or nearly flat rim would not buckle. If it is necessary to have the round form, yet if thin rubber will serve, the surface of a rim might be made rounding, and be covered with a thin strip of rubber, thus securing great comparative lightness with increased strength.

Observe that I do not pretend to *know*. I merely suggest the advantages of thorough experimenting. It is to be presumed, and I do presume, that the manufacturers of bicycles have studied pretty thoroughly, and do continually study, all the essential points of bicycle construction. But it would be foolish to assert that there will never be any great and radical improvements in the construction of bicycles, or that inventors have so soon attained even nearly to the point of perfection. And if the experiments which led to the adoption of round tires were all made in the early stage of the manufacture,—in the days when the whole machine was crude and little known,—it may be well worth while to make a new series of experiments, which promise, if different results are achieved, to yield a rich harvest of profit.

B.

DETROIT, MICH., 2 December, 1881.

The L. A. W.

Editor Bicycling World:—Riding through a quiet Cambridge street the other day, I attracted the attention of a party of little girls, one of whom shouted out, "Ah, see! bicycle! bicycle!" but another responded, "Oh, pshaw! I see him 'most every day"; and then to me she added, "Mister, I've got sick of seeing you!" Now, I have felt that perhaps the readers of the *WORLD* had "got sick of seeing me" in print, and so I have kept quiet while the League, the League badge, the League rules, etc., have been well discussed—or cussed—by different writers, until now I beg leave to say a word as a simple League member.

First, as to the much-abused League badge, and the much-argued question of its ownership. The badge was from the first a great disappointment. The design was hastily adopted, for want of a better one, and entirely for use when on the wheel. The idea of a badge to be worn when in ordinary clothing was not thought of, or at any rate not suggested; and for use when in uniform, something quite conspicuous, distinctive, and different from an ordinary club or other badge seemed desirable; but the

design did not "make up" as successfully as was expected, and no pride was taken in the badges when made. That they were well made, and that the League got "its money's worth," is, I think, certain, in spite of some flippant criticisms. They were made by a large and long-established manufacturing house, with a high reputation for business honor and integrity, and with large experience in making club and society badges.

Now, as to ownership. The League undoubtedly owns the badges; and can demand them of whomever it chooses; but that any member could say, "Well, I guess I don't want this any longer, give me back my money," would, it seems to me to be most absurd. It was supposed that the badge would be the token of League membership, and to protect itself from having its badge worn by unworthy persons, the League retained the right to demand it back from any member *expelled*; but in doing this, I do not see that it was necessary for it to agree to take back badges that any members might, for any reason, wish to return and take their money.

Is it not a mistake to suppose that the League now refuses to recognize the old badge? Is it not just as much the League badge as ever, except that another badge is *also* recognized by the League? or *will* be when it is out,—and a very beautiful badge it is; but there are, I think, some six hundred—not *three* hundred, as has been stated—of the old League badges out, and they are sure to be recognized as L. A. W. badges for a long time. There is room for both, and they answer different purposes.

Second, as to the League itself. There have been a few faint murmurings of discontent, and the spirited letter of "Cyclos," in the *WORLD* of 28 October, really questions its usefulness; but I cannot believe that many would do so. It is very hard to name the direct benefits of such organizations. The advantages of membership in such organizations are general, rather than specific; but I cannot doubt that most of the members *feel* them.

Those who belong to Masonic bodies can hardly say what good it is to them, further than the cementing of friendship; Odd Fellows would find it hard to name any advantages in their fraternity except in the feeling of fellowship it gives; even church membership fails to give any benefit that one could easily name as a decisive argument in its favor; and the man of family might hesitate when asked to say how he was any better off for having wife and children: but every true Mason, Odd Fellow, church member, or head of a family *knows* and *feels* that his life is broadened, that his enjoyments are increased, and that it *pays* him to be what he is.

I once knew a man who told me that he wanted to join the Masons, because then he could borrow money whenever he needed to. (He was already a prominent church member, and had borrowed all he could in his *church*!) Now that

man's view of Masonry was about the same as the wheelman's idea of the League, who supposes that by paying \$1.00 and joining it, he can get it to take up all his quarrels and back him up in every lawsuit he may get into; and yet but a few weeks' experience as corresponding secretary is needed to show that some bicyclers imagine that they can ask this, and *more*, of the League, and that greater *returns* are looked for from that \$1.00 than any investment ever paid yet. If there be a wheelman in America who does not feel that it is worth \$1.00 a year to secure a bond of fellowship, of brotherhood, with every other worthy wheelman from the Atlantic to the Pacific; to know that he is a part of an organization which, as time, occasion, and means may permit, is working to advance the cause of bicycling, to establish the rights of bicyclers, and to add to its delights: if there be a man, I say, who does not *feel* that it pays, no arguments of mine can reach him, and I would advise him not to join the League. These are only sentimental benefits, it is true, but they are none the less benefits, and are "alone worth the price of admission"; but the more substantial benefits will follow, *have followed*. During my service as corresponding secretary, it was my privilege to furnish often to inquiring correspondents the decisions as to the rights of every citizen to the use of the highway, whether with a wheelbarrow, tip-cart, or four-in-hand, which President Pratt had collected from the court reports, and these frequently prevented action which would have resulted in one of those legal fights which some members seem to be "spoiling" for.

In one important city the wheelmen were kindly notified that they would be arrested if they continued to ride in the highway. They waited until their appeal to the League furnished them with these decisions, which being shown the city solicitor, he informed his mayor that they had no case, and the matter was dropped. Was this any less a victory for the League than if the result had come from a long and tedious lawsuit? Is not "prevention better than cure," in law as in medicine?

In such ways the League has done a great deal of quiet work, which has benefited its most distant member as much as those in the cities. In an organization so new and so novel, it takes time to find out the things to be done and the best methods of doing them; but already the *moral influence* of the League is enormous. There is not a rider in America who does not claim his rights with more confidence because of it; not a rider who does not feel that dignity and character are added to the sport by this organized body of two thousand riders; not a rider who does not start off on a tour, long or short, with a safer feeling, because of consuls and their work: and this will grow with the growth of the League. The wheelman who, at places remote from bicycling centres, gathered

a curious crowd about his wheel during the past summer, was sure to hear some one say, "Why! they had a meeting of *over eight hundred* of these in Boston last spring," or something like it; and this mention of numbers carries great weight. It is possible that the wheelman who never goes more than a mile or two from his home may fail to see any benefit from League membership; but no one can go far, either on the wheel or otherwise, without finding fellow-members. Permit an illustration: A modest bicyclist arrived this summer at a city where he was a perfect stranger, and chanced to meet on the street a young man in knee-breeches. His League membership prompted him to speak to him, and he was at once cordially greeted, was taken around to be introduced to other members of the League, was provided with a wheel, taken to ride to see "the sights," and finally was invited to join a party to go to the theatre that night, met lady friends of his new friends, and bade adieu to a circle of a dozen or more who seemed like old friends; and with real regret he left the city, where, but for the L. A. W., he would not have had a friendly word from anybody. This is not a fancy sketch; nor is it, I am sure, an isolated case.

The League is worth all it costs, and a *great deal more*; it needs no defence; it is on the right road, and is in good hands.

But pardon me, I have used up my time, your space, and your readers' patience, and have not said what, if your readers are not "sick of seeing me," I would like to say as to some of the L. A. W. rules. ALBERT S. PARSONS.

CAMBRIDGEPORT, MASS., 27 November, 1881.

RACES

IN connection with the grand tournament of the Bay District Association, in aid of the Garfield Monument Association, the following bicycling events occurred: An 880-yards handicap race, open, the contestants being H. C. Eggers, scratch; H. C. Finkler and J. A. McNear, 25 yards each; George L. King, 30 yards; C. H. Wedgewood, 50 yards; and F. A. McLaughlin, 60 yards. Won by Wedgewood, Finkler second by six inches, King third by a yard, and the others only two yards behind the first, making a hot and most exciting finish. The next was a scratch race of 880 yards, the contestants being Wedgewood, Ring, and Henry London. Won by Ring in 1m. 31½s.; Wedgewood second, London third. The next race was a one-mile handicap, open, between Eggers, scratch; Finkler, 60 yards; King, 80 yards; and McLaughlin, 140 yards. Won by Eggers in 3m. 15½s.; Finkler second at 25 yards; King third at 40 yards. The day was fine, and the track as good as a trotting course usually is, so that fair time was made,—at least, the best hitherto made in that section, their racing having been run heretofore on much

poorer tracks. George A. Aldrich and Charles Leonard of the San Francisco Club gave a very enjoyable exhibition of fancy and trick riding, and a fine bicycle drill by the Oakland and San Francisco Clubs was an interesting feature of the occasion. The referee was Capt. George H. Strong, of the Oakland Bicycle Club, and the judges were W. H. Lowden and J. Sanderson.

SAN FRANCISCO, 24 November.

FRED JENKINS of the *Wheel* writes us that there is a good prospect of a fifty-mile amateur championship bicycle race being ridden at the American Institute, New York City, 19 December. Now, if Smith, Frye, Stall, Gideon, Carpenter and Woodside could be induced to enter, we should see one of the most exciting bicycling events ever held in this country.

THE Boston Bicycle Club is said to be making arrangements for a grand wheeling tournament, to take place some time this winter in the New England Manufacturers' and Mechanics' Institute building. It is proposed to have, on three alternate evenings in the week, a ten-mile professional race for the championship of the world (to be run in heats), and on the other three evenings a race, in heats, for the amateur championship of America; and every afternoon of the same week will be devoted to fancy and club riding and drill, together with short-distance professional and amateur racing. Additional interest will be added to the tournament by the presence of the famous English bicyclers who are now on a visit to this country, and it is hoped and expected that the events will include a match between J. S. Prince and John Keen the English champion. The whole affair will put bicyclers on the *qui vive* all over the country.

KEEN offers three valuable prizes for the proposed fifty-mile championship of America race in the American Institute building on the 19th inst., so the *Courier* says.

WHEEL CLUB DOINGS

RUTLAND BI. CLUB.—A club has been formed in Rutland, Vt., comprising seven members, as follows: Frank W. Knapp, captain; William Ross, secretary and treasurer; C. G. Ross, W. J. Bagley, F. T. Tyrrell, George D. Tuttle, and H. Francisco. WILLIAM ROSS, Sec.

MR. GILBERT M. HITCHCOCK has been chosen secretary and treasurer of the Omaha (Neb.) Bicycle Club, in place of Mr. H. C. Cranz, who has resigned and taken up his residence in St. Louis.

A PHILADELPHIA correspondent of the New York *Sunday Courier* says: "The new Germantown Bicycle Club uniform, adopted some weeks since, and aired for the first time on Thursday last, is quite a nobby affair. In color, dark green throughout; cadet coat with stand-

ing collar, cap similar to the one worn by the Lincoln Institute (Soldiers' Orphans' Home) boys. Does n't look at all bad, however, when a number get together, and is quite unnoticeable on a solitary rider, which latter is something of an advantage. The captain (Joe Pennell) wears three silver stars on coat collar, senior sub. two stars, and junior sub. one star." He adds that "Fairmount Park is a glorious place for a League Meet;" and that "the superintendent, Gen. Russell Thayer, has been elected an honorary member of the Germantown Bicycle Club. The general has a beautiful residence at Woodford, in the park; and talks of riding a 'bikle.'"

MEMBERS of the Harvard Bicycle Club took a twenty-mile run through the Cambridges, Somerville, and Watertown, last Saturday, and found, except for occasional mud, the roads in very fair condition.

GLANCES ABROAD

De Civry.

La Revue des Sports, 12 November, has the following sketch of the bicycling career of M. de Civry, champion of France for 1881:—"The debut of M. de Civry was the most brilliant of all the French champions. Unlike all others who preceded him, whose progress might have been followed step by step in the different races in which they entered before becoming champions, he did not put himself in line until he considered himself sufficiently prepared to beat at will the very best of our riders. Such an undertaking, it must be avowed, was not at all modest; was indeed a most difficult feat to accomplish. However, he attained the end at which he aimed in the following year, in his first race at Mans, by beating Messrs. Hart, Chas. Homeney, and J. Terront, contrary to general expectation. This extraordinary performance indicated that De Civry possessed a firm determination to succeed, and an exact knowledge of the methods of training so strictly observed by our foreign neighbors, whose example he followed, but from an observance of which we are generally restrained by our temperament, which is the cause of our inferiority in athletic sports when brought face to face with the English. M. de Civry has accomplished all he then promised in asserting his incontestable superiority in many trials, over all competitors, and in surpassing the fastest times made up to the present time, either in France or England. He has gained much, too, in skill. Although his posture in racing might be improved, he leans over his machine less than formerly; still, to become quite perfect he must sit a little straighter, and correct a disagreeable habit of swinging his head. As for his manner of pushing the pedals, we have nothing to say, for it seems impossible that it could be done with more regularity or suppleness. M. de Civry was born in Paris, 20 Aug-

ust, 1861, and is consequently twenty years of age. His height is 1m. 79c. (five feet six inches) and his weight is sixty-one kilos. (122½ pounds). He made his first attempts with the bicycle near the close of 1877, but did not really commence to ride until March, 1878. He was then living in Switzerland. The tour around Lake Geneva, one hundred and twelve miles, was the longest trip that he made that year; he then returned to London, where he raced several times without the least success. In the commencement of 1879 he gave up our sport, to take it up again upon his return to France in April, 1880. The 25th of the same month our champion made himself talked of for the first time by running a dead heat with J. Terront, in the opening race of the season, given by *Le Sport Velocipedique Parisien*, at Vincennes. After this success, which permitted him to judge of the strength of the Paris riders, he entered for the races at Angers; but not thinking himself sufficiently trained, he did not race, preferring to wait to face the struggle at Mans, in the two-days' races. As we have said above, it was in this city that M. de Civry won his first victory, which was only the prelude to many others. In 1880 he started in twenty-one races: was first in thirteen, second in six, and third in two. In 1881 he has started in thirty-five races, taking first position in thirty-three, and losing two; these two defeats were at Tours, where he has been beaten by M. Esperon in a road race, and in one other race in France, where he was beaten by Charles Terront. s.

A CORRESPONDENT of the *Tricycling Journal*, giving notes of his experiences on the tricycle, says: "Upon all my runs I have a companion, generally a lady,—my wife, one of my daughters, or a friend; but sometimes I have a male companion, and my companions have been chosen without regard to age or weight: an old gentleman of seventy-four has ridden with me, and a child of four; and one, and every one, is ready to go again, and as often as I can make it convenient. My rides are not taken simply for amusement, but for health's sake, and because personally, I can find no other exercise so beneficial. Of late I have frequently received a letter from a friend, in which he says: 'Do pray give me a call to-night, my liver is horribly out of order'; a request I can generally comply with, and in a run of ten or twelve miles the liver gets to shaken up as to enable my friend before he dismounts to assure me the ride has produced a cure. While the summer lasted I had many runs with two little girls seated by my side; and the pleasure I derived from their company, and the teaching they derived from each run, are pleasant memories. The elder, Lena, was a child of eight, whose legs could reach the cross bar of the machine, where they were in perfect comfort; and the younger, whose pet name was Saucie, when asked her age, replied, 'I'm only

four, but I can't help it.' With these two children by my side, I had many charming runs. Lena could work the brake on her side, and her constant demand was 'to make fireworks with the wheels'; that was, to cause them to run so quickly that the spokes seemed to run into one another like a Catherine wheel. With Saucie I had a very different experience. She was endowed with a gift of song, and a wonderful concern for the safety of every dog we saw. She was not able to pronounce words distinctly, but could hum any air she heard played upon a musical instrument; so that it happened if we came within ear-shot of a street piano or a German band, I was fain obliged to wait until the tune was played out, or else, as soon as she reached home, she told her mamma and got me into trouble. For many an hour Saucie has beguiled the way by humming the airs of songs, sacred and profane, which she has learned, only stopping at times to caution me not to run over the tail of some silly cur that would run across our path. We have hunted the butterflies together on my tricycle, and stopped to listen to the hedge-bird's songs, and the summer was much too short for their enjoyment and my own. As they sat by my side, their little arms linked together, they always attracted notice; and many a 'God bless their little faces' I have heard from lips unused to prayer of any kind. In this way, by a constant change of companion, I am able, not only to gain myself, but also to distribute many an hour's pleasure amongst my relatives and friends."

RELATING to tricycles, a writer in the *English Mechanic* says: "There is one point on which I should be glad of information, and which I have not seen mentioned so far, though it seems to me far more important than the size of the wheels. Why is the steering wheel of most tricycles placed in the middle? Why is it not put in front of one of the driving wheels? This would give two tracks and an open-fronted machine. Is there more danger of capsizing? I believe it has been so placed in one or two machines. Can any riders give their experience? I find on the 'Coventry Tricycle' I can keep the two steering wheels in the cart rut, and the driving wheel in the horse-track, and have often ridden thus for miles, where riding on a three-track machine would have been impossible."

TRICYCLES OF THE FUTURE. — A correspondent writes us his views as follows on the above subject:—"The tricycle of the present day has a great future; it is now "*in its childhood*," as one might say, but before long we may expect great improvements. The following are some of the most useful:—

1. Chains working on two small cogged wheels do not answer for fast and uphill work, they soon get slack, and sometimes stretch; the two small cogged

wheels working in each other is a little improvement, but nothing beats the "Omnicycle" style.

2. The machine ought to have two little wheels in front, and one big one behind.

3. The rider to sit in a comfortable seat above the forward axle.

4. And should be provided with a canopy to protect the rider from rain or sun.

5. Light baggage, such as most travelers require; to be supported behind, on the top of the hind wheel.

6. A lamp to be placed in the front; one that will move from side to side or from back to front.

7. The machine to have flat tires, and not semicircular.

8. Must have easy and safe foot rests for either or both feet.

9. Ought to be able to work backward or forward, and to turn round to either side in a small space.

10. The two front wheels to be far enough apart so as not to soil the rider's clothes.

11. The machine must be strong and durable, so that country and stony roads will not affect its working.

12. The treadles to be far enough from the ground so as to be able to pass over a brick or stone six inches high.

13. Ought to have convenient appliances for the rider to push the machine up steep hills, or along stony and rough roads.

14. Must be able to carry eighteen or twenty pounds' weight of luggage on the top of the hind wheel (behind the rider's back), and the canopy to extend over the same. — *Cyclist*.

L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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.—Edward R. Drew, 597 Washington street, Boston, Mass.

MOUNT VERNON BI. CLUB.—Additional: Frank R. Taylor, Justin A. Doolittle, — both of Mount Vernon, West Chester Co., N. Y.

CLEVELAND BI. CLUB.—Additional: W. H. Backus, 123 Superior street, Cleveland, O.

Consular Work.

To the President and Board of Officers of the League of Am. Wheelmen:— Your Committee on Consuls, which was formed and its members appointed at the October meeting of the board of officers in New York, has this day been in session, and have considered the best methods of bringing the League, through its consuls, into close connection with its members, and with a large class of unattached riders, who wait only to see more practical results of the work and benefits of the League.

One of the objects for which the League was organized, as stated in the constitution, was "to encourage and facilitate touring"; and yet the League rules do not provide for the appointment of committee or officers with power to appoint League hotels, arrange for transportation of bicycles, and properly prepare and distribute information relating to roads and other details necessary to the comfort of tourists.

If the officers are active, they should succeed in placing in every city in the United States and the Provinces containing wheelmen, and in every village accessible to and frequented by touring wheelmen, an active consul who will look after the interests of visiting League members, select, and with the directors appoint hotel headquarters, and inform himself, and prepare on printed slips to be furnished him a full description of all roads radiating from his district, so that a L. A. W. tourist can before starting on a journey secure a detailed description, in compact and convenient form, of the roads over which he desires to travel, their compass, course, the condition and character of the road-bed, the special points of interest, the name and residence of each consul, the L. A. W. hotels, and their rates and reductions to League members; and should the tourist desire to transport his bicycle by cars or steamers, the rates should be secured and fixed at a uniform price on all lines,

and its prompt and safe carriage and delivery secured.

Your committee have in preparation a circular letter of instructions to consuls, noting their general duties as to selecting hotels, reporting routes in detail, etc., which will be sent them as soon as possible.

In order to facilitate the prompt adoption of the above suggestions, your committee will ask your authority to proceed without delay to their execution; and we therefore ask your approval by mail of the votes attached hereto.

Fraternally and respectfully yours,
C. A. HAZLETT,
EDWARD C. HODGES,
Committee on Consuls.

BOSTON, 14 November, 1881.

In his forthcoming new edition of his work on Highways, Mr. Cook says of bicycles: "The use of the bicycle as a means of travel is so recent that in this State there is as yet no adjudication as to the rights of travellers employing it upon the highway. In England it has been held that one riding a bicycle on the highway at such a pace as to be dangerous to passers-by may be convicted of furiously driving a carriage, under a statute forbidding such an act. Taylor v. Goodwin, L. R., 4 Q. B. D. 228. The right to use a bicycle in a proper manner on the highway was not questioned in the case; and the court by its decision indirectly admits such right. In the absence of any legislative enactment forbidding them, riders of bicycles would seem to have the same right upon highways as those using any other vehicles, and the validity of any municipal ordinance prohibiting the use of bicycles in those parts of the public streets where carriages may go would be very doubtful."

To Readers who are not Subscribers.

As explained in detail in the standing announcement at the head of its editorial page, the BICYCLING WORLD is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class.

And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood.

The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet—owing largely, perhaps, to the exclusiveness of rights of trade and manufacture—the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this: its financial success must depend entirely upon its paid circulation.

To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

Such a journal the BICYCLING WORLD aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and

enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

As the official organ of the League of American Wheelmen, all the business of the League is published in its pages; which, with the other characteristics named, makes it of permanent value for ready reference to all bicyclers.

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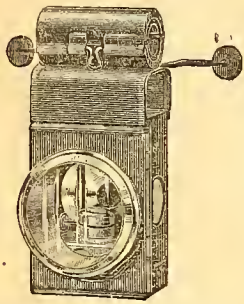
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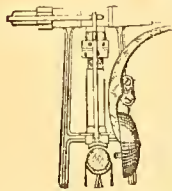
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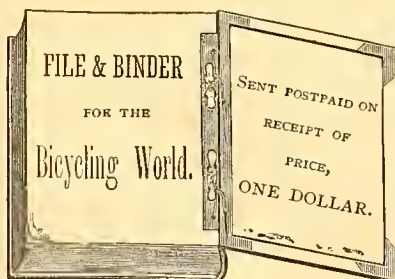
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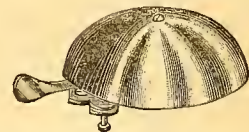
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