

# THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William E. Gilman, Editor.

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# THE Bicycling World

*As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

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

## To Contributors.

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

BOSTON, 3 MARCH, 1882.

## THE N. Y. BICYCLERS' BALL.

THIS long-talked-of and joyously anticipated event did not take place, owing to the fact that James Revell, the projector, manager, and treasurer, absconded with the funds he had collected (variously estimated at from \$100 to \$200), leaving the hall unsecured, and everything else undone that ought to have been done. It was a rainy, disagreeable evening, and besides many who came afoot to attend the ball nearly a hundred carriages brought their occupants to the entrance to Standard Hall only to be turned back disappointed. But for the dishonesty of Mr. Revell, the ball would have been one of the most brilliant in kind and successful in point of numbers that has been given by wheelmen, nearly two hundred tickets having been disposed of, and over three hundred and fifty ladies and gentlemen belonging to the best society of New York intending to participate. An indignation meeting was called for and

held Friday evening by the irate wheelmen, and a committee consisting of Elliott Mason, J. H. Olmstead, and F. G. Bourne was appointed to procure the prosecution of Mr. Revell. The affair is most unfortunate in every way, unless it may serve as a warning to the New York wheelmen, and others, against allowing professionals, and especially individuals, to manage events for them, whether the events are of a social character or relate to bicycle races or exhibitions. Clubs or select committees should have charge of such matters in order to guarantee honorable and successful results. American wheelmen have several times suffered humiliation from giving too ready credence to the representations of enterprising professionals and English adventurers; and it behooves them to exercise more caution in the future, and to intrust their interests only to well-known and responsible persons. There is no good reason why we should imitate methods or men simply because they are English; for antiquity and experience are not always as good authorities as judicious enterprise and careful observation in obtaining the best results. Let us accept neither advice nor direction until weighed and examined as to their wisdom and utility, no matter if they come from the most learned or the most experienced source; for often the over-confidence of learning and experience causes them to err in judgment, where appreciative and unbiassed observation would perceive and point out the truer way. So let our wheelmen take charge of their own affairs in all events where they participate; and particularly in the matter of racing, where a record is to be made, let them appoint judges, time-keepers, and scorers on whom they can rely.

THE amalgamation of the Bicycle Union and the Tricycle Association seems to be a step in the right direction, as it concentrates under one management two organizations with the same objects in view. The tricyclers at present would seem to be benefited more than their two-wheeled brethren by this change, but the prospects are that at no distant date they will outnumber the bicyclers, and be entitled to the consideration of all wheeling organizations. A number of weak, ineffectual clubs are of so little benefit to either bicycling or its members, that we are surprised at their

increase in places where there already exists one good club. It can only be accounted for by a desire which some men have for holding office; who lacking the strength, ability, or popularity to obtain a position in any organized club, form one of their own, in anticipation of being chosen to fill some position of trust or honor.

\* \* \*

THE city of London, alone, supports one hundred and ninety-nine clubs, of which we have information, but comparatively few possess numerical strength, and fewer still are so established as to afford much benefit to their members, or to be an honor to bicycling. The only excuse there can be for so many small clubs is that of a class exclusiveness, and this in many instances is of little effect, as will be seen by the mixed character of many of our clubs. The advantages of a large club are manifold, and its members can obtain many advantages and carry out successfully many enterprises which a small club with a lean treasury are denied.

\* \* \*

THE unceremonious departure of our recent visitors, Messrs. Keen and Vesey, after the preliminaries for a race meeting in which they were to appear, receives the vigorous condemnation of our English contemporaries. The Britons naturally feel that their reputation as bicyclers has not been well maintained in this country. It is hardly necessary to say that Mr. Vesey is not a fair sample of the best class of English amateurs, who are gentlemen in every sense of the word, and entitled to our respect as men well calculated to sustain the good reputation enjoyed by wheelmen generally. As the only representative English amateur who has visited us, Mr. Vesey had the reputation and fair name of English wheelmen in his keeping; but regardless alike of his own and their credit and honor, would seem to have conducted himself in a manner which was neither gentlemanly nor honorable. The *Bicycling Times* very naturally called upon Mr. Vesey to explain, a thing we hope he will do in a satisfactory manner; but English papers of latest date received (15 February) give none, and at present his reputation is by no means an enviable one.

\* \* \*

THE Surrey Club, of which Mr. Vesey was a member, has our sympathy in the apparent abuse of its name by one of its



associates. Membership in a club of goodstanding is always a letter of admission and introduction in the best bicyclic society; therefore when one so far forgets himself as to bring the reputation of his club into question, we feel he has committed an unpardonable breach of the duty which every one owes to the club of which he is a member. One is so apt to judge of the character of the whole by the few representatives he meets, that it is very important that great care should be exercised in the admission of wheelmen into the ranks of a club.

## 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.]

April 13. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

### Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address

**COLUMBIA BI. CLUB.** — At the second annual meeting of the club, held Monday evening, 20 February, the following were elected officers for the ensuing year: President, Walter B. Ballou; vice-president, E. Lull; secretary and treasurer, C. E. Stanley; captain, Thomas Bell; first lieutenant, W. C. Ames; second lieutenant, W. C. Tufts, Jr.; guide, Harry W. Tufts; bugler, H. K. Sturdy; executive committee, W. B. Ballou, E. C. Stanley, Oscar Hamlin. The annual dinner was given at the Wamsutta House on Wednesday evening.

E. C. STANLEY, Sec.

**CORTLANDT BI. CLUB.** — We have organized a bicycle club here, with the following members, E. F. Hill, B. F. Ferris, G. Wadsworth, S. Horton, and D. C. Hasbrouck. Only five names, but we expect to double the number before the roads are fit for riding. We organized our club as a League club, making it obligatory on members to join the L. A. W., and we claim to be the first club so organized. Our captain is Mr. E. F. Hill, a League consul, and our secretary, Mr. D. C. Hasbrouck, is a member; while the other three names have been forwarded as applicants, with the assurance of more

to follow. While we cannot promise that you will hear of any of the "Cortlandt Wheelmen" on the race track, or as intentional exhibitors of fancy riding, we do assure you that any brother bicyclers will meet with a hearty welcome, and a chance to go "legs over" to their heart's content, if at any time they will honor us with a visit. And so, hoping that Venor may not send us any more cold waves, and that the farmers in our vicinity may not have time this spring to mend (?) the roads, we make our bow as new clubmen.

D. C. HASBROUCK, Sec.

PEEKSKILL, N. Y., 24 February, 1882.

**ÆOLUS WHEEL CLUB.** — At the annual meeting of the Æolus Wheel Club, of Worcester, held 20 February, the following officers were elected for the year ensuing: President, Stephen E. Greene; secretary and treasurer, Frank P. Kendall; captain, Theodore P. Brown; first lieutenant, Henry P. Murray; second lieutenant, Frank E. Higgins; bugler, Burton H. Wright; club committee, S. E. Greene, T. P. Brown, F. P. Kendall, J. C. Speirs, and C. H. Banister. At the close of the meeting the club adjourned to the Continental Hotel for their first annual supper, and the seventeen members present are of the unanimous opinion that Landlord Ward knows how to serve a most excellent repast.

F. P. KENDALL, Sec., Box 863.

WORCESTER, MASS., 24 February, 1882.

**SYRACUSE BI. CLUB.** — At a meeting of the Syracuse Bicycle Club, held Friday evening, 24 February, 1881, the following officers were elected for the ensuing year: President, C. W. Bardeen; secretary and treasurer, Will. H. Olmsted; captain, Eugene McCarthy; lieutenant, D. Cady Gere; bugler, James C. Collin. The club will appear in a new uniform this season, and will have new headquarters. The outlook for a lively and successful summer's sport is of the best.

SYRACUSE, N. Y., 25 February, 1881.

**DIED:** At Poughkeepsie, N. Y., 22 February, 1882, the Poughkeepsie Bicycle Club, aged 1 year.

**BICYCLE CLUB ENTERTAINMENT.** — Mr. W. H. Miller entertained the Columbus Bicycle Club, of which he is an honored member, at his club-house, 141 North Washington avenue, last night. The guests were delighted with the series of lantern views exhibited, including scenes in Paris, Rome, Switzerland, and Egypt, together with statuary and miscellaneous views. Mr. Miller has about five hundred views in his very complete collection. They are clear cut, and some very fine effects are produced upon the screen. These effects are wholly the result of Mr. Miller's own genius. After the guests had enjoyed a sufficiency of sight-seeing, they were invited to partake of supper prepared by Rhul, Corbett & Co. The evening passed away pleasantly to all concerned. Mr. Miller's

hospitality is proverbial. In this connection it will be proper to add that Mr. Miller has given wealthy young gentlemen — and middle-aged and old gentlemen of wealth — a good example of the benefit of home amusements. Mr. Miller's club-house is so constructed that it may be converted into a dwelling in the future, if he should conclude to make a subdivision of his Washington avenue property. The establishment is provided with billiards, shooting gallery, a large and fine collection of domestic and foreign lantern views, and other appliances for passing pleasant evenings. The house is well built and nicely furnished with solid floors, marble mantels, and open fireplaces, and is supplied with easy-chairs. It is a royal place to smoke, read, dance, shoot, play billiards, and look at the world through lantern representations. Over all there is the shadow of home, the quiet, happy, fun-loving, typical home of the true American gentleman. It is understood that Mr. Miller contemplates raising some coops of homing pigeons. Anything in the line of rational exercise, reasonable and seasonable amusement, is in his line. If he goes into the breeding of carrier pigeons, the city of Columbus may expect, in due time, to be able to send out fliers that will come home with the swiftest wings in the country. — *Columbus, O., Dispatch*, 16 February.

THE Boston Bicycle Club, which has undertaken the matter of bicycle races in the Institute Fair Building for Fast Day, proposes to have an exhibition of different makes of machines as an additional attraction of the occasion; and the secretary, J. S. Dean, 53 Union Park, Boston, requests the co-operation of wheelmen and manufacturers in making this feature as complete as possible.

## 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.]

### Peoria.

*Editor Bicycling World:* — The Peoria Bicycle Club is not dead, but "still lives," to quote the words of an eminent statesman. The regular annual meeting was held on the 19th inst. at the Academy of Music, and three new members admitted, officers elected, and much miscellaneous business transacted. The new officers are as follows: President and captain, Chas. Vail; secretary and treasurer, Wm. W. Burt; senior sub captain Herbert E. Hardin. . . . The unprecedented bad weather since the 1st of last October has prevented any road riding, and has made it a dull winter for wheelmen. We have had the Academy very often, however, and now consider ourselves fairly proficient in hall riding; but we long for more exciting sport, and every pleasant



day sees some of us experimenting with the different kinds of sidewalks. One of the new members recently astonished the Board of Trade by his skill in circling around the building. Their astonishment was complete when he attempted to cross the gutter without the assistance of the culvert. It is unnecessary to add that this was a failure, and he arose a sadder, madder, and decidedly muddier man.... We are in favor of Chicago for the next Meet of the L. A. W., to a man, and nothing would please us better than to attend it in a body. We fully indorse "Eseirfaw" and "A. S. H.," and do not doubt that all Western wheelmen will do the same. There are few more attractive cities in the Union than Chicago, and her parks and boulevards are a very paradise for wheelmen. The hotel accommodations are unsurpassed, and if the Chicago wheelmen themselves really want the Meet, they can make it a success. The centre of population is already slightly west of Chicago, if the writer is not mistaken, which is evidence where the wheelmen of the future are to come from. However, the majority rules, and the Western members of the L. A. W. will be content to wait "for the good time coming," and if they can't get the Meet this year, will patiently wait for some other year. In closing, I will say that I am confident a League Meet in Chicago would be of great assistance in building up a club here, and no doubt in other cities similarly situated. The Chicago papers are largely read here, and a favorable report of a Meet in Chicago would attract much attention to bicycling throughout the great Northwest. We feel that we need some such assistance more than the East, where the spot is already well established and recognized. With best wishes for the continued success of the WORLD,

HARRY G. ROUSE.

PROBIA, ILL., 20 February, 1882.

#### Time and Place.

##### CHICAGO v. WASHINGTON.

*Editor Bicycling World:*—For six weeks and more I have been trying to find time to formulate some of my ideas concerning the League Meet; and now, on this one hundred and fiftieth birthday of Washington, which ought to be kept sacred to patriotic meditation, I desperately clutch my pen and begin.

Three days in advance of last May's parade, the BICYCLE WORLD said, with a facetiousness which was only too truly prophetic, that "the marine bicycle will be present, and will float in the perspiration along the line of the procession." Yet not one of the many writers who have since advocated this or that "place" for the Meet has said a word concerning this vital question of "time." Your excellent editorial of 10 February was absolutely the first printed utterance which so much as hinted at the fact that there is an essential difference in latitude between Washington and Chicago. Every one knows, however, that while the last

week of May will presumably be scorchingly hot in the former city, it is likely enough to be comfortably cool in the latter; and that while a March parade alongside the Potomac might prove in every way delightful as regards atmospheric surroundings, a March parade alongside Lake Michigan might require the cutting of roads through snow-drifts, and the wearing of fur-lined ulsters. "Weather" is of course a recognized type and synonym of "uncertainty"; but though Chicago may some time chance to have balmy days in February and blazing hot ones in May, though Washington may chance to have cool days in June and freezingly cold ones in March, the law of probability none the less ordains that bicyclers ought not to be invited to meet at the former city in the winter, or at the latter city in the summer.

Nevertheless, so heedless are we all of the most fundamental facts, when they chance not to lie under our very noses, that if the choice of locality for the Meet of 30 May, 1881, had been left to me, I should have named Washington; though it now seems perfectly clear to me that unless the wheelmen wish to parade in the simple costume of nature, they ought not to think of assembling in such a possibly torrid zone on any such summer-y and simmer-y date. For all purposes of spectacular display and open-air pageantry, the national capital is incomparably the finest city on the continent; and it exasperates me to think that a thousand wheelmen are not there with me this very afternoon, proudly circling in the winter sunshine, and working time with their pedals to the music of the third annual parade. I hereby earnestly recommend Washington and Washington's one hundred and fifty-first birthday as the place and time for the League Meet of 1883.

I disagree with the WORLD in thinking the terrific heat of last May's parade as really "exceptional" for that time of year in the region of New York and New England, for I remember more than one Decoration Day which was just about as hot. Newport is the only city in this latitude where coolness can be counted on at the opening of summer; and I presume the captain of the New York Bicycle Club chose it for that reason as the place for inviting the older clubs to form the acquaintance of his own in May, 1880. Anyhow, his choice seems to me to have been the wisest possible; and if the wheelmen of the Northern Atlantic States (who, practically, were the only participants in the Meets of 1880 and 1881) were required to choose a single city in which to parade year after year, just as the British bicyclers annually meet at Hampton Court, I should say that Newport stood pre-eminent in its attractiveness. It is an admirable place for the jaded city wheelman to betake himself to for a brief "outing" in the summer time; it is more easily, cheaply, and comfortably accessible for the per-

sons and purposes named than any other place and its hotel managers might be readily persuaded to give entire satisfaction for such a fixed annual event just at the opening of their regular season.

I agree entirely with the WORLD that "the rule fixing the date should be revised so that each annual meeting shall hereafter provide the time and place for its successor. This would draw out a fuller and fairer expression of preference, would enable the officers to better and more considerably arrange the details, and would give the local wheelmen ample time to suitably prepare for the reception and entertainment of their guests." Assuming, however, that the Meet of 1882 must be held on 30 May, I urge Chicago as the proper place for holding it. I want to see the L. A. W. do something to justify its second initial, — something that shall give a fatal header and final quiet us to such misguided brethren as are tempted to set up a "Northwestern League," or other opposition concern, and thereby belittle the whole business. I favor the notion of county, State, or sectional associations, in subordination to the national one, with their special parades, meets, runs, tours, dinners, or what not, at such times and places as may be most agreeable (thus, if the Northern Atlantic States wheelmen will organize for the sake of a regular annual taste of the Newport breezes, they may count on the pleasure of seeing my white flannel coat-tails flutter in the tail of their procession every time); but I deprecate most sincerely the scattering of resources, the weakening of authority, the diminution of influence that must result from the setting up of a rival shop. This misfortune will surely occur, however, unless something is done as well as said to prove the good faith of the Eastern clubs in calling their League an "American" institution, — so broadly American as to include all the wheelmen of the Continent.

Chicago may not be the geographical centre of the bicycling population of this country, but I verily believe that it has "the makings" of a bigger and better parade in 1882 than any other city which is approximately the centre. Perhaps fewer men would go West from the Eastern clubs than have come or than would come East from the Western clubs; but what of it? The local turnout will be much more complete proportionally in the West than at the East; and if the Eastern men don't do their duty by the show, so much the worse for them. The League will at all events have done its duty, and have gained for itself the assurance of an undisputed and permanent authority.

Heaven forbid that I, as a thoroughbred son of Massachusetts, should ever have the appearance of regarding with anything else than a cynical smile of assured superiority the "push" and enthusiasm of the ge-reat and ge-rowing West. But I like to see justice done, always and everywhere; I desire to have



the cause of bicycling take a long stride forward in 1882, as a genuine American "institution"; and I want to allow these untamed brethren of the Occidental prairies a fair field in which to compare their executive ability with that of the cultured youth of Bosting as displayed in May, 1881. The latter certainly did well then, in spite of their bragging; but I greatly err in my estimate of the character of the average Chicago lumberman and pork-packer. If, given the chance in 1882, they fail to beat the men of Bosting at their own game,—not only in bragging, but in doing well.

Let me, therefore, in closing, cry aloud with such force as I may, and ask the attention of the club men of Chicago, or those of Washington, or those of Philadelphia (or indeed those of New York, if so be there exist on this island any club men possessing the hardihood to recommend holding the Annual Meet on these shores, as yet unpurged from the memories of last October's "annual League races"),—let me, I repeat, ask the club men of every city ambitious for League pomps and pageants to catch a strong hold on the following practical consideration: Go to the railroad and steamboat managers of your city, and get them to write down in black and white the exact terms they will offer for the transportation of wheels and wheelmen from the chief points of departure. Ask them, if possible, to make those terms not only for this year, but for next; representing to them that the choice of the locality for the League parade of 1882, which will be made in March, and the choice for 1883, which may be made in May, will very possibly be decided in favor of the city making the most liberal offers in regard to transportation.

Here, then, ye Westerners, is your opportunity. If Chicago enterprise has not been greatly belied, you can, as it were in the twinkling of an eye, persuade the regular railroad agents to outscalp your most reckless ticket scalpers, whose exploits in "cutting rates" have become proverbial. Deal not in generalities, but pin the transportation men down to exact details as to their facilities for giving safe and cheap carriage for bicycles and the owners thereof. Treat the hotel keepers in similarly formal fashion. Then rush with your facts and pledges to the League officers who are to decide the choice next month, and victory shall be yours!

I have more advice to give on this subject; but I have already given enough to use up my holiday, and I must stop. The wisdom of my words may be open to question, but in respect to truth and squareness they are worthy of G. W.'s natal day, and most famous square.

KOL KRON.

WASHINGTON SQUARE, N. Y., 22 February, 1882.

#### Keokuk.

*Editor Bicycling World:*—We have a club here of thirty members, but as yet only about twenty of them ride. We

have been using a hall for riding during the winter; but now the roads are so good and the weather so pleasant that we have given up the hall and ride on the roads altogether. Some of our members do some very fine fancy riding, and I think we can safely claim, as a club, to do as good fancy riding as any club in the country. The officers of our club are as follows: H. M. Lourie, president; John Hartel, captain; George Lourie, sub-captain; D. R. Craig, secretary; and H. E. Fuller, treasurer.

D. R. CRAIG,  
Sec. Keokuk Bicycle Club.

KEOKUK, IOWA, 12 February, 1882.

#### Chicago.

*Editor Bicycling World:*—The Chicago Bicycle Club held its regular monthly meeting at headquarters Tuesday eve, with President Whitmarsh in the chair. The subject of the location for the next League Meet was discussed at considerable length. The preponderance of opinion was that some Western city must have it this year, and that Chicago is not only the most centrally located of all Western cities, but is possessed of superior hotel and hall accommodations, and the finest streets and boulevards in the West. Adding to these the fact that all the Western wheelmen are anxious to come here, makes us quite hopeful for Chicago's chances, and we congratulate ourselves accordingly. Capt. Hathaway, Sec. Hibbard, and Mr. Friese of Milwaukee will be here Saturday eve, when we will meet them and take some formal action to urge our claims before the board of directors of the League.... A long and short distance club championship was instituted, to be run for every alternate month, one mile short distance, and twenty-five miles long distance. The first race (one mile) will be run Saturday, 4 March. The member winning most times at the end of the season to be owner of the medals, which will be very handsome affairs. We have a very fine six-lap track in the Exposition building, and expect some of the boys to make good time.... After the meeting we had a competitive trial of all the different makes of hub lamps, which was very interesting and instructive. All the best English makes were represented, besides the ordinary American affairs. Hillman, Herbert & Cooper's "Inextinguishable," which is suspended on coil springs, showed itself proof against shaking out, and gave a very good light. The "Light of the Road" gave a very fine light, and its unique method of attachment to the axle was much liked. The "King of the Road" was still better, being the best made lamp which was shown. It gave a good light, but was shaken out. Undoubtedly the "belle of the ball" was Capt. Miller's new invention, which was then showed for the first time. It gave a very powerful light, making small objects perfectly visible in a darkened room one hundred and fifty feet from the light; but the best thing was the way in

which it would destroy the shadow of the tire. The form of the reflector is such that the rays of light cross just at the felloe, thus entirely destroying all semblance of a shadow. This, as all wheelmen know, is of immense importance. We are not aware that Mr. Miller is to do anything at present towards putting his lamp on the market, but think it will be a misfortune to all night riders if he does not.

SIXTY.

CHICAGO, 18 February, 1882.

#### Montreal.

*Editor Bicycling World:*—I send you herewith a brief report of the doings of the Montreal Bicycle Club during the season of 1881. We had sixty-four meets between 15 April and 26 December, inclusive, with a total attendance of 419,—33 different men,—the largest muster 18 and smallest 2. The total mileage covered by the club was 868; aggregate of the above 33 members, 4,683; longest ride 50 miles, shortest 2. The score of those who covered most miles follows: H. S. Tibbs, 622, winning the prize offered at the beginning of the season; J. D. Miller, 561; J. Trotter, 419; C. J. Sidey, 415; A. T. Lane, 274; S. M. Smith, 257½. The gentlemen are six out of the seven officers forming the committee, which speaks well for them, and also for the sagacity the members displayed in their selection.

The private member who covered most ground was C. A. Whitham, who rolled up 202 miles with the club. There were 68 morning practices on the club grounds, commencing 25 April, and ending 29 September, attended by 37 members; aggregating a muster roll of 536. Largest 17; smallest 1.

A prize was also awarded for frequency and punctuality of attendance at the above, won by J. D. Miller, who turned out 50 times, late only 7. H. S. Tibbs was present on 53 occasions; late, however, 20 times. A. T. Lane came next, with a score of 37, less 8 "lates." C. J. Sidey fourth, being present 28 times, never late.

N. B.—Four officers to the front again. Angus Grant headed the list of private members with an attendance of 25, late only 3 times.

The racing events under our auspices consisted of—One handicap road-race to Lachine and back, on 25 June; five competitions for the club mile championship belt; and our annual races, 21 September (omitted from your chronological list of events, although by far the most important race meeting in Canada, the one and two mile championships being there decided),—all of which have been fully reported in your columns.

Among the other pleasant features of the season were the visit of a delegation to the League Meet, at Boston; and "morning calls," received from Mr. Greta of Louisville, Mr. Winter of Newcastle, England (not Llewellyn Winter, Hyperion Bicycle Club), Messrs. Bayly and Carruthers of Kingston, J. G.



Hay of Woodstock, Moodie of Hamilton, and W. Noble Campbell of Quebec.

I hear that some modulations of the club uniform are proposed; the venerable though unsightly cap which has been good enough for us since 1878 is likely to be dethroned by something "smarter" in appearance. The die of public opinion will, I think, be cast in favor of something similar to the Boston's neat head-gear, with "Havelocks" for the hot weather; the coats and breeches will be braided *à la militaire*, and the officers' badge will consist of a silver crown on each corner of the standing collar; the captain's being gold, as well as his club badge, whistle, and chain. The white shoes will also probably be abandoned in favor of blue canvas. This is, however, premature, as to change the uniform requires a special meeting; which the committee have decided to call for 2 March, to decide this question, and to alter the date of the annual meeting, as it comes so late this year (14 April), that probably our riding season will open before the new officers are elected. We intend to utilize our gymnasium hall on off nights (*i. e.*, Wednesday and Friday), as a riding school for the benefit of beginners; commencing with March and continuing until the roads are fit.

Last week we had spring-like weather, and the roads in town were almost bare of snow and ice. On Monday night, however, it began to snow, and has not left off since; we have had more of it this week than all the rest of the winter. . . . If it is not too soon to talk about the League Meet for 1883, I should like to put in the claim of Montreal, one of the first places, if not the first on this continent to set the wheel rolling; and whose club is the oldest in Canada and third in America. . . . We were favored with a visit from Mr. Herbert E. Judge, the other day, the secretary and treasurer of the Quebec Bicycle Club, who reports favorably on their roads, and on club prospects for 1882. He thinks the Quebec Bicycle Club will join the League in a body this spring. I heard from Halifax last week, and I believe that the Toronto, London, Hamilton, Brantford, Ottawa, Kingston, and St. John (N. B.) Clubs will all be pretty active this season. . . . I take this opportunity of barking a Happy New Year to wheelmen in general. The club photograph is nearly ready, and I come out strong in it.

Yours caninely,

THE CLUB DAWG.

MONTREAL, 22 February, 1882.

### The Rubber Tire.

*Editor Bicycling World:*—Referring to your issue of the BICYCLING WORLD, 17 February, I notice you state that "Round rubber tire for bicycles was invented in 1859," etc. C. K. Bradford, an American, has the credit of making the first American contribution to the bicycle, — the rubber tire, — in November, 1868. Not wishing to share any credit in the

matter, I will say that I designed a wheel for a two-wheeled velocipede in 1867, composed mainly of gas-pipe, — that is, the spokes were of gas pipe and the rim a half-section of gas pipe and a ring of round rubber to fit. The shape of the rubber, however, was a mere consequence of the shape of the rim. DEK.

SMITHVILLE, N. J., 20 February, 1882.

### Cheap Machines.

MANY would-be bicyclers run away with the idea that machines will eventually descend in price as low as twenty-five or thirty dollars; and a common question is, "Well, are bicycles any cheaper nowadays?" In England machines are sold as low as £4 10s. to £5, and the manufacturers say they are good machines; but it is a well-known fact in the mercantile world that goods which will bring £20 will not be manufactured and sold for £5. As bicycles have been made in England for the last ten or twelve years, and there is an immense competition in all grades, besides being no restrictions in the way of patents, surely prices have attained a dead level, and we can safely take them as a guide. On looking Sturmeys over, I find the first-class machines run from £25 to £16; medium grade, £15 to £10; and cheaper machines at from £9 to £4 10s. Hence, as our productions in the iron and steel line run higher in cost than those of England with her cheap labor, we can very safely take these prices as a guide to minimum valuation of American machines according to class and finish, viz.:—

High class or fancy,	\$100 to \$125
First "	80 to 100
Medium "	50 to 80
Cheap "	25 to 50

It is probable that these will be about the ruling rates in time to come, and it will be seen that prices are evidently not intending to tumble as some calculate; hence I would advise all to "go it while they're young." In regard to the difference between good and poor machines, it is much greater than is apparent at first sight: a good machine will run easy and continue to do so, will prove trustworthy and be a comfort to the rider; and when he gets tired of it he can dispose of his old horse at a fair discount, and buy the latest mount with the addition of a little spare pocket money. The miserable being who is tempted by the cheap machine is jubilant at first over his bargain, and scoffs at his extravagant neighbors; but before long "a change comes o'er the spirit of his dream," and he is thoughtful. Soon he takes his machine to be repaired, and the repairer charges him double for the job, because "it is more difficult to do than if he had something to nail to." Finally our m. b. sells out at an astonishing discount, and waits till he can afford to buy a decent machine: or, disgusted with the business, gives it up forever. Bicycling is grand sport, but when a machine breaks down forty or fifty miles from home, the rider

is apt to feel rather "utter"; and this is almost an invariable result eventually, with cheap wheels, as well as occasionally with good ones. Considering the satisfaction of their conduct during use, and the price for which they sell second-hand; good machines are the best investment every time; and it is becoming a recognized fact among riders who desire to have the best and keep up with the style, that it is a very good plan to sell out every year and get a new machine of the latest pattern. PRACTICAL.

BOSTON, 9 January, 1882.

### 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. — W. H. Harrison, J. W. Eberman, of Sandy Lake, Pa.; Chas. S. Smart, Stuart, Guthrie Co., Iowa; W. West Randall, 1735 Chestnut street, Philadelphia, Pa.; S. H. Shriver, 74 N. Fulton street, Baltimore, Md.; Chas. R. Super, 338 Laurel street, Baltimore, Md.

MISSOURI BI. CLUB. — Additional: J. G. Knowlton, Wyman's Institute, Upper Alton, Ill.; E. Floyd Jones, 407 Chestnut street, St. Louis, Mo.



## A Catechism.

[A correspondent asks, and we modestly venture to answer these questions. — EDITOR.]

WHY has there been no standard American light roadster placed on the market?

We give it up.

Why have our racing men been forced to import their speeding wheels in this land of light vehicles?

We surrender that also.

Why are American ladies more sensitive to the conspicuousness of tricycling than their English cousins?

Are they? Does not the backwardness about tricycling forwardness lie in the fact that the tricycle costs about \$175 in this country, and that men hesitate to invest so large a sum in a machine even for their own use, and much more for their lady friends? Furnish America with a good tricycle at \$80 or \$100, which is as much as it ought to cost, and they would soon be half as plenty as bicycles. It's the price — not the diffidence.

Why do rural New England clubs persist in calling a flapping flannel shirt and ill-fitting knee-pants a uniform?

Do they?

Why is it that every discriminating American bicyclist is a free-trader?

On general principles, because he is sensible; but particularly and patriotically, because he would like to have American manufacturers sell good American machines as cheaply as the same quality of English ones are bought in Great Britain, which, if the tariff was removed, the former would be obliged to do.

Why has the indispensable lantern-holder sunk into oblivion?

Ask us an easier one.

Why does the great Metropolis of America appoint such petty, quarrelsome men, whose meetings are the laughing-stock of the newspapers, for her park commissioners?

Because it is not fully capable of self-government, but is egged on by men of the John Kelly sort.

Why don't the Pope Manufacturing Company get out a ball pedal and put it on the market at a reasonable price?

Put it to 'em direct.

Why are Bayliss, Thomas & Co.'s single ball bearings so roughly made and put together?

Put that to them.

Why does Sturmey increase the size of his rear wheel for rough roading, and Fairfield reduce it?

Write to Sturmey first, and while your letter is steaming over, question Fairfield about it.

Why does n't somebody invent an attachment to bicycle tires that will render riding on ice less hazardous than tickling a mule's hind leg?

We never tickled a mule's hind leg, so do not feel competent to explain this point.

Why must sociable tricycles have *two* seats instead of one, not too broad, but —?

We suspect our querist, who is a young

man, has been recently "sitting up" with somebody and made one chair answer all requirements. We decline to entertain this question.

Why 'as 'Arry Hetherington given his blarsted Hamericans the himpression that 'e could allow Cortis, ye know, 'arf a mile in ten, hif 'e honly let 'imself hout?

A combination of British brag and professional pretension.

Why should a bicyclist expect to be saluted by every strange wheelman he chances to meet on the road?

Because politeness and courtesy are among the most available and inexpensive amenities of civilization, and which we could ill afford to dispense with, even from dogs, — and still less from gentlemen, albeit, mayhap, strangers.

Why does every participant in the "Wheel around the Hub" feel that any attempt at its repetition nowadays would fall far short of its unalloyed enjoyment?

It will be "funny when they feel that way," but we are of the opinion they don't.

Why do so few of them realize that their pleasure in that famous excursion resulted from the thought and energy of a non-rider, — the art manager of *Scribner's Monthly*?

We pass.

Why are dealers allowed to quote from "reading ads.," as if the laudatory paragraphs were from the editorial pen instead of their own advertising agent?

We beg.

Why do not the amateur wheelmen of New York realize that *avowed professionals* are not to be trusted, nor to be desired, as managers of the social events of genteel society?

Why, indeed? Alas! we can only conjecture that lacking the necessary *vim* to project wheel enterprises themselves, they thoughtlessly and eagerly follow any other man's move — as in Keen's 5c-miel race and Revell's great Terpsichorean feat.

Why is the League champion allowed to ride against a professional rider, without the sanction of the racing committee?

He was n't and did n't. See *our* report.

Why don't our Western brothers ride a little faster in their 50-mile races?

Possibly their lacks may be accounted accounted for by short tracks.

Why does n't Brother Burbank give the literary wheel world enjoyment in the shape of a monthly, conducted as he knows how to conduct a wheel publication?

Because there would be so much money in it, and none would come out of it. That's easy.

Why are bicyclers, especially this inquisitive writer, so garrulous?

GIVE IT UP.

## Bicycling World Primer.

WHAT is this young man who rides by every day in the year? Is he a paper carrier? No! He is a monomaniac

from the country. What does he do it for? To invite death. Somebody will kill him with a club, and then the president with the big voice will applaud.

Who is the president with the big voice? He is a very nice young man who sings. Will he always use his voice to sing with? No! In a few years the city government will take it for a fog horn to use at Mare Island.

Is this a telegraph pole? Oh, no. This is only Electric Joe. What does he do? He is editor, lawyer, and athlete. What is that book he has under his arm? That is "Roget's Thesaurus." What does he use the book for? He finds words in it that no one else ever heard of. Does he use them to paralyze the jury? No; he puts them in his editorials to crush his friends. Is he a good young man? No; he cannot be a good young man, — he comes from South Boston.

Is this young man a ladies' man? Yes; he is called "Louie the masher." What is he following these ladies for? In order to "catch on." Will he go home with them? No; he will pay for the supper, and then they will "shake" him. In summer, does he always ride ahead? Oh, no; he only rides there while the others are resting.

Did this handsome man get on his machine himself? Oh, no; he had two men to help him on. Does he think he can ride? No; he only pretends to in order to sell machines. Will he make a great deal of money? Yes; if advertising will do it. Is he a good man? Oh, no; he cannot be a good man, for he is superintendent of a Sunday school. Where is he going now? He is going to take a drink on the quiet with Tongue-tongue Charley. Will he pay for it? Oh, no, indeed; they will neither of them pay for it: they will give the bar-tender a "stand-off."

Is Tongue-tongue Charley a nice man? Yes; he is a thorough-bred, and very "fly." How does he live? On his salary as president of the L. A. W. What is the L. A. W.? It is an association of men who know all about parliamentary law and politics, who meet together every year to fight about the place they will meet together at the next year. Does the association do anything else than this? Not so far as heard from. Will it do to say anything against the L. A. W.? Oh, no; if you do, the man with the religious name from Cambridge will throw one of his badges at you, and that will kill you, sure. Is the badge so very large? Oh, yes; it is the whole continent of North America, and one or two other countries besides.

Is this man who is reading an editor? No; he is a "mechanic" from Providence. What does he do? He goes to club dinners and writes verses. Are his verses good? Oh, no, indeed; he tries to make goat rhyme with Milwaukee. What is his business? He makes pontoon bridges. Where does he get his material? He uses his old overshoes.



What is this fat man going to do? He is going to give his friends points on stocks. Will his friends make money? Certainly not; but he will. What does he do with his money? He "sets 'em up." Does he ever get full? Not *too* full, for he can hold a great deal. What was he doing in the back yard? He was cleaning carpets with his new patent. Will he make money with this? Yes, if he sells out quick.

Is this a red buffalo robe coming? No; this is "Handsome Ernest." What does he do for a living? He stops clocks by looking at them. Does any one besides himself think he is handsome? Yes; his friend Austin thinks so. Is Austin from Texas? No; but he has gone there with Brewster's scarf. Was Brewster mad? You bet. It was worth one hundred and twenty-five cents.

#### THE WORLD'S "DEVIL."

#### Best American Half-Mile Record

A SHORT time since, Mr. A. G. Powell, of Philadelphia, Pa., sent us his record for 1881, which included time for half a mile much better than any American record. We sent for proof of the record, which he has furnished us as follows:—

*To all whom it may concern:*

This certifies that Abram G. Powell, of Philadelphia, Pa., made a record on the 29th day of September, 1881, of one minute twenty-four and three quarters seconds for half-mile heat on bicycle, on the track of the Oxford Agricultural Society (member of National Trotting Association); and our track is exactly eight feet in excess of one half mile. By order of

H. H. DUYCKINCK,  
S. R. DICKEY,  
JOHN A. WALLACE,  
*Judges.*

Attest: THEO. K. STUBBS, *Secretary and Clerk of Course.*

This is the best American record. In England, Cooper, professional, has a record of 1.24 $\frac{3}{4}$ , and Cortis, amateur, 1.24. The best American record heretofore is that of J. C. Sharp, Jr., 1.27 $\frac{1}{2}$ .

#### Boston Club Notices.

BY A CLUB BUB.

It is rumored that Lew Frye is in frequent practice at the Institute Building rink, and has covered the mile more than once or twice inside of three minutes.... The Boston Club men have been rolling up such a record for eloquence that "Shilly" says if they could only ride as well as they can chin, they'd beat Puck in a race around the earth. But they don't talk much about themselves, "Shilly."....The "tony" tourists of the Massachusetts will have to look to their laurels this year, for second lieutenant Billy will command several of the Boston runs during the season....The Brooklyn (N. Y.) Bicycle Club will dance with delight when they learn that their comrade W. T. Wintringham has fallen in such good hands as the Boston Club, of which he has become a member.... Capt. Shillaber anticipates a brisk boom

in acid phosphate the coming season, and expects to get some good records out of his command through its liberal use.

Wheelmen visiting Boston will live longer and more happily by calling at 53 Union Park during their stay....The boys are "pooling their issues."....How the crowds will gather in front of the Massachusetts Club headquarters when the quartet begins to rehearse! Now I understand why the late captain changed his bass....The versatile 'Arry's new venture is in the 'operatic line, and his friends must n't forget to bring bouquets on the "first night."

#### Mount!

MOUNT, bicycle fair!  
Every spoke you twinkle  
From the face of care  
Charms away a wrinkle.  
Health's electric flame  
None so surely feels  
As he through whose frame  
It shoots from pedal wheels.  
Franklin did, they say,  
Tame the lightning's pinions,  
And drew down one day  
Fire from cloud dominions;  
So new poets sit  
On bicycles bright'ning,  
From the heaven of wit  
Borrowing its lightning.

J. S. D.

THERE were about two hundred and fifty people in the Institute Fair Building on the afternoon of Washington's Birthday, and John S. Prince, the professional bicyclist, ran five miles against time, scoring the miles as follows: 3 19 $\frac{1}{2}$ , 3 19 $\frac{1}{2}$ , 3 17 $\frac{1}{2}$ , 3 14 $\frac{3}{4}$ , 3 05 $\frac{1}{4}$ ; total, 16 16 $\frac{1}{2}$ . Although this is lower than the five miles made by Keen in the ten-mile race of 14 January, which was 16 39 $\frac{1}{2}$ , it does not affect that record, not being an official race or time. After this exhibition, a handicap scrub race was made between H. D. Corey, of Boston, scratch, A. D. Chaffin, of Newton, 150 yards; and G. C. Coleman, of East Boston, 200 yards, for 5 miles. This was won by Corey in 17 55 $\frac{3}{4}$ , with Coleman second; Claffin, who was maintaining his full 150 yards lead until the end of the third lap of the third mile, being thrown from his machine and disabled by colliding with somebody who attempted to cross the track. There were no prizes.

At the games of third annual meeting of the Manhattan Athletic Club, Thursday evening, in New York, the one-mile handicap bicycle race was won by L. Stearns, of New York City, from scratch, in 4m. 50s. E. C. Hunt, of New York, at 100 yards, second.

#### CURRENTS CALAMO

WE have n't heard from "Steno" since Christmas.

"OUR LITTLE ONES" and the "Wheelman's Year Book" are received, and will be noticed next week.

THE Bay State Wheel Club is contemplating one or two "two-weeks" excursions the coming season.

By a typographical error, we were recently made to state that the round rubber tire was invented in 1859. The patent is dated 1869.

ATKINSON & GILBERT'S summer "Casino," in the Institute Fair Building, will embrace bicycling among its attractions, to be under the direction of John S. Prince.

MR. W. D. WILMOT, the "snow man," will succeed Mr. Atkins as instructor of the Pope Manufacturing Company's customers, the latter gentleman assuming the position of salesman in the same establishment.

THE Pope Manufacturing Company's March catalogue has on its title-page a very neat representation of "Handy Andy," on his bicycle and in a Massachusetts Club uniform, gracefully lifting his cap to a lady friend.

THE new pedal slipper, invented by Joseph Murray, may be seen at the Cunningham Company's salesrooms. It is a very neat affair, easily adjusted or detached, and is small and light enough to be put in the tool bag or coat pocket when not in use.

MALDEN has an ordinance prohibiting the riding of bicycles on the sidewalks of that city; but as Malden's streets are unsurpassed for excellence of road-bed, and are so well attended to by the authorities, none but "baby" riders need desire to wheel on the sidewalks.

THE *Bicycling Times* has "slopped over" again. Too much beer. After complacently quoting our notice of the hitherto unsurpassed riding of Harry Tufts, of the Columbia Bicycle Club, of Attleboro', which, with true British humility, it assumes to be one "W. H. Tufts, formerly captain of the Westburne Bicycle Club," it exclaims, enthusiastically, "Bravo, Tufts!" Ha! ha! ha! Dear *Times*, our Harry is a Boston Chauncy School boy, yet in his teens, and only learned to ride the wheel last year.

INTERESTING communications from Carl, Telzah, Demi, E., A. T. Wheeler, Darkness, The Man with One Crank, Stall, and several others, were received too late for publication this week. Our thanks are due Messrs. Fairfield & Taylor for Chicago papers received.

L. A. W. Corresponding Secretary Kingman N. Putnam organized, in New York, Monday, 20 February, a sub-league, with Miss Margaret Willis Vail. As soon as the league was organized the Vail was removed; and Mr. Putnam (who is president, of course) saluted the commander. (?) This league is in no way intended to conflict with the National L. A. W.

THE new and spacious quarters of the Albany Bicycle Club, in the remodelled Dutch church on Beaver street, were formally opened recently. There was a numerous attendance of spectators, including a number of ladies, who watched with never-flagging interest the almost grotesque but always graceful evolutions of the riders. Some dozen or fifteen members were present, and several of



them exhibited a number of tricks, notably the balancing and standing mount, which were heartily applauded. The club have a number of graceful and accomplished wheelmen and many excellent machines, including the British Challenge, Harvard, Eclipse, and Columbia patterns. The new quarters are admirably suited to the purpose, and a revival of interest of the manly, invigorating, and healthful pastime is assured. The hall will be open daily, and several good machines will be at the disposal of beginners. — *Albany Argus*.

THE wheelmen of Louisville are determined to have a first-class racing track, and to this end a stock company will be organized shortly, with ample capital to carry the thing through. This is the best move ever made in bicycle circles in this city, and if carried out as now proposed, will make Louisville the bicycle town of the West. There is no lack of good racing material here; the boys are always ready to go into a race; the public are fond of this sort of sport, and will patronize it liberally. There is every reason to believe that a track in a good locality would pay for itself in one season. The Masons, who last year laid a temporary track at a cost of about \$200, and who propose doing the same this year, would undoubtedly be willing to contribute that amount, or more, for a permanent one, provided it was laid where they could use it in their June celebrations. The street-car company whose line will reach the track would also extend some aid to the enterprise, and outside parties have already offered to take stock. All that is needed to make the thing a success is for the boys to take hold of it in their usual energetic manner, and before many months we will have the best and fastest quarter-mile bicycle track in the country. — *Louisville Commercial*.

#### Boston Amusement Record.

BOSTON THEATRE. — Ideal Opera Company. . . . Boston Museum. — "Butterfly Fever," and "Napoleon's Old Guard." . . . Gaiety Theatre. — Willie Edouin's Sparks in "Dreams" . . . . . GLOBE THEATRE. — "Pirates of Penzance" Next week, "A Celebrated Case." . . . . HOWARD ATHENÆUM. — "Stevens' Australian Circus." . . . . PARK THEATRE. — Mr. and Mrs. McKee Rankin. Next week, Rose Eytinge. . . . WINDSOR THEATRE. — "A Celebrated Case."

#### FOR SALE OR EXCHANGE

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

"50-IN. FULL NICKELLED ROYAL Challenge," with Stanton's log, extra Arab cradle spring, and M. I. P. bag—all for \$100, cost \$155. Will guarantee perfect. H. N. KITCHELL, 345 Race street, Cincinnati, O.

SEND for price list of slightly soiled and second-hand S Bicycles. Prices low, to promptly close out stock. Going out of the business. Columbia Bicycle Agency, Pittsburgh, Pa.

FOR SALE. — A 46-inch Ball-Bearing Standard Columbia Bicycle, run but one season and in good order. Price, \$65.00. Address, Box 530, Malden, Mass.

## A GOOD CHANCE

TO BUY

### Three First-Class Bicycles.

No. 1. 58-inch Harvard, enamelled spokes and rims, gold stripe on rims, nickel forks, backbone and head. Ball bearings to both wheels, gun-metal hubs. Rat-trap pedals, direct spokes. One of the best Harvards ever imported. This machine has been ridden but three times, and has not roaded over 100 miles.

PRICE. . . . . \$120.00.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE. . . . . \$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

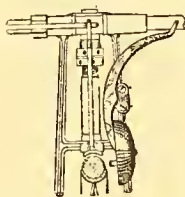
PRICE. . . . . \$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

### THE "AUTOMATIC" ALARM



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

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

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

EASILY ATTACHED TO ANY BICYCLE.

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

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

HILL & TOLMAN, Worcester, Mass.

## THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

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

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,  
Smithville, Burlington Co., N. J.

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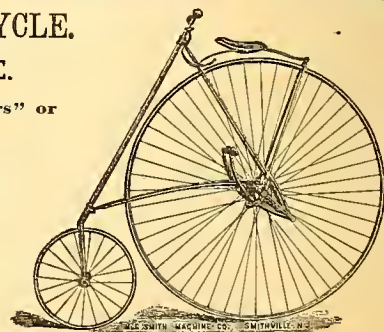
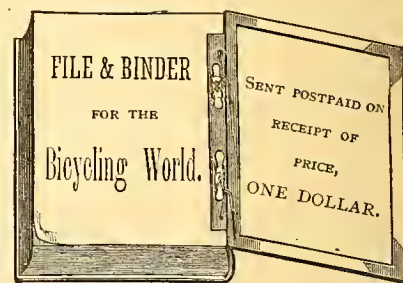
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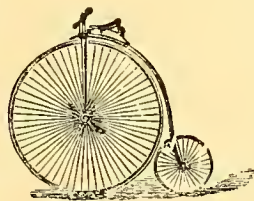
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