

Bicycling World

The Official Organ of the League of American Wheelmen.

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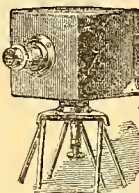
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business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

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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 Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 24 MARCH, 1882.

THE TRICYCLE.

ONE of the surest indications of the rapidly increasing popularity of tricycling in England is in the fact that the manufacturers are devoting their energies to the production, improvement, and sale of three-wheelers, with a vigor and rivalry far surpassing the attention hitherto given to the bicycle. The English wheel press teems with advertising announcements of the superior claims of each, and cuts of tricycles are twice as frequently displayed as those of bicycles. It is to be regretted that American manufacturers and inventors have not during the past year perceived and profited by this tendency and inevitable demand from those who, either by reason of years, sex, or timidity, are debarred from the use of the bicycle, but yet would hail with pleas-

ure an equally practical, and at the same time safer method of rapid and inexpensive locomotion. For we predict that popular as bicycling is and is constantly becoming in this country, the three-wheeler will become more so; and that it will outnumber in use the bicycle three to one in a very few years. It has a much larger field in which to develop; viz., among the elderly, the cautious, the ladies, the young lovers, and the great army of cowards. This last is not to be despised. It embraces all ages, classes, and both sexes; yet it demands and will have all the rights, privileges and benefits that pluck has to win for itself. The Pope Manufacturing Company gave the best part of its surplus energies last season to the development and production of an improved bicycle for this season, and it has without doubt accomplished its work well. But as yet we have no tricycle, although there was a rumor last fall that a Mr. Overman, in Connecticut, had invented something of the sort; and we see a brief mention of it in connection with the recent Stanley exhibition, in England, as about to be manufactured by an English concern. Now here is the point: America's necessity is England's opportunity. Tariff and cost of transportation is a serious check on the rapid introduction of English bicycles here, because American manufacture can put the same quality of home machine upon our market at a less price than foreign machines can be sold here; but this is not the case with tricycles, because we have no American tricycle at present, and our supply must come from England. Probably, next year, this state of things will not exist, and the Pope Manufacturing Company will turn out a good three-wheeler to block the present opportunity of English makers. Therefore let the latter take Time by that little tuft of hair which stamps him of North American Indian origin, and *push* their tricycles among us at once. Let them send plenty of *good* three-wheelers over the Atlantic *now*, and urge their agents to activity in this direction; for the popularity of tricycling means an increased boom in bicycling, also.

THE introduction of anything new and strange which seems to revolutionize our daily life has, from time immemorial, received the condemnation and ridicule of society. In contemplation of the feeling, which still exists to some extent

in certain localities, it is encouraging to feel that many articles now in daily domestic use, at first ran great risks of being rejected by the ridicule or the invective they at first encountered. Mankind is proud of its methods and daily routine way of living, and is apt to be repulsed by the mere strangeness of an article which may eventually become absolutely indispensable to its comfort or convenience in ordinary pursuits.

* * *

FORKS, umbrellas, and even coal were ridiculed by able writers, with a view to discourage their introduction and use; but their evident usefulness and convenience caught the public favor and irresistibly swept away opposition. The gradual advancement of the age has prepared our people to regard innovations in a more charitable light, and to accept much which a century ago would have failed in its mission for lack of support. The introducers of a vehicle which has been of so much benefit to many a sickly man, and afforded so much pleasure to the athlete, were fortunate in their selection of a time when a people educated to all advancement could adopt a new thing without being universally ridiculed.

* * *

THE prospect of securing the support of the comparatively few who still look upon the bicycle as a mere plaything is encouraging. Reports from all parts of the country point to a large increase of riders, and of a class who will maintain the reputation of bicycling, and do much towards its advancement as a healthful and invigorating exercise, as well as an easy mode of locomotion under ordinary circumstances.

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.]

5 April. Boston Bicycle Club; regular monthly meeting.

6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

13 April. Rochester Bicycle Club exhibition at City Hall, Rochester, in aid of the "Female Charitable Society."

13 April. 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.

ST. CATHARINES BI. CLUB. — At a meeting of St. Catharines (Ont.) bicyclers, held 12 February, a club was formed, and the following elected as officers: Captain, S. Carman; first lieutenant, G. M. Neelon; secretary and treasurer, R. C. St. John.

R. C. ST. JOHN, *Sec.*

ST. CATHARINES, 13 March, 1882.

MONTREAL BI. CLUB ANNUAL MEETING. — The fourth annual meeting of the Montreal Bicycle Club was held on Thursday evening, 9th inst., at their club-house, there being a large attendance of members, and much enthusiasm displayed. The chair was taken by Mr. H. S. Tibbs, the honorary secretary. Mr. J. D. Miller was requested to act as secretary. After the minutes of the special meeting held Thursday evening, 2 March, had been read and approved, the retiring committee's report was read and unanimously adopted. This report proved to be a very interesting document, giving an exhaustive account of all last year's proceedings, and contained several very important recommendations to the incoming committee. The by-law, which had been so altered at the special meeting as to change the date of the annual meeting from first Friday in April to the second Thursday in March, was ratified.

The by-law relating to uniforms, which likewise had been altered, was also confirmed with some slight modifications. The by-law as it stands now, reads: "That the uniform of the club be dark-blue braided patrol jacket, knee-breeches, fore-and-after cap, ribbed stockings, blue canvas shoes, and that all members shall wear the uniform when riding with the club." The election of officers was then proceeded with, the result of which was published in the *WORLD* of last week. Capt. Tibbs in acknowledging his election to the captaincy made an appropriate speech. He said he would strive to follow in the footsteps of their late captain, who was so deservedly popular with them, and that he would do his best to keep up the standard of the club. Secretary and Treasurer Miller also spoke in similar terms. After some discussion on points of general interest to the club, no further business coming before the chair, the meeting then adjourned. J. D. MILLER, *Secretary*.

CHARLOTTE BI. CLUB. — The bicyclists of Charlotte, N. C., met at Mr. J. C. Weaver's office, 15 March, for the purpose of forming a club. Mr. Weaver

was called to the chair and stated the object of the meeting. A permanent organization was effected, and the following officers elected: President, J. C. Weaver; captain, T. T. Gilmer; sub-captain, H. H. Allen; secretary and treasurer, W. E. Shaw; members: O. M. Coxe, Frank Coxe, M. P. Pegram, Jr., Jonathan Davis, Caswell Tate, Harry Watts. A committee was appointed to draft by-laws, rules, and regulations, with instructions to report at the next meeting.

BREMEN BI. CLUB. — At the annual meeting of the above club, held at Siedenburg's Hotel in January, the following officers were re-elected for the ensuing year: President, O. Stockes, Esq.; captain, Hermann H. Koop, Jr.; hon. secretary, Norman Leete; treasurer, Robert Carew. The police, hearing several complaints of our riding on the beautiful wall and contrescarpes, restricted the use of the same, thus depriving us of the finest wheeling to be had in Bremen or vicinity. There now remains but the Bürger-park (or citizens' park), although possessing some splendid foot-paths and roads, but rough travelling must be encountered before reaching the same. There is, unfortunately, no rideable stretch in the whole city, the streets being paved with cobble-stones; nevertheless, our club is in a most flourishing condition, counting to-day its twenty members. Many tours are contemplated this year, although we must have the law amended in order to do so with comfort; an hour's tramp through the street before reaching any *chaussée* being by no means an enviable task on a long tour.

PUMPERNICKEL.

BREMEN, 23 February, 1882.

BRITISH RESIDENTS BI. CLUB. — *Editor Bicycling World*: — I take the liberty of sending you a few lines, and also the rules of the above club for this season. Our club was little or not known last season, out of Paris, but we hope to improve and come out of our shell this year. We started with eight members on 2 February, 1881, and at present have fifteen, but we have hopes of augmenting that when we get better known. My object in bringing our name before you is, that as our cousins often visit Europe, and when there seldom leave without going to see the beauties of Paris, we will be happy to render our *confrères* any services, or advise them as to state of roads, hotels, etc., and will meet them some miles out of Paris, if we are not engaged otherwise. The writer would send you some "Paris Notes" if you could find occasionally a little room in your valuable paper. I must now wish the "wheel sport" in America a happy and successful New Year.

PARIS, 1 March, 1882. RENÉ DUPRE,
Hon. Sec.

ORANGE WANDERERS. — The delightful sport of bicycling has increased in favor to such a gratifying extent in this region of perfect roadways and beautiful

scenery that the members of this first Orange bicycling club have decided to put it upon a firm, independent footing, in order to afford the numerous wheelmen of the Oranges the advantages which only a well-conducted organization can give its members. A novel feature will be a division of tricyclers, a variety of wheelmen that will ere long be well known on our fine macadams. Several owners of three-wheelers have expressed their intention of joining the Wanderers. The topographical advantages of the Oranges are so great that the club will be enabled to increase its activity far beyond that of any wheel organization yet formed in this State. Runs will be held on several afternoons in the week, and all-day excursions form a feature of the club's riding. It is the intention of the club at an early date to open a room at a central point, where members and friends may find home and foreign wheel literature, maps, etc., with storage room for machines. — *Orange County Journal*.

The Spring Poet.

(1)

THE first poet of spring
Attempted to sing;
But ere he could read his first verse,
The editor wise
Blacked both of his eyes,
And ordered a coffin and hearse.

(2)

The foreman, with planer,
Dealt him a brainer,
And "pied" his whole "form" on the floor;
The "devil," in gloom,
Swept up with the broom,
And carried him out at the door.

(3)

All broke up by the knocks,
He reached the "hell-box,"
Where it was the impression he'd stay;
But think of the jest!
Before the inquest,
A "stiff-hunter" stole him away.

(4)

Then the "local" man wrote,
And set it to note,
The song the gay printers did sing;
That if tired of life,
Or a scolding wife,
Just bring in a verse about spring.

W. J. B. SIDERS.

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.]

Gloucester, Mass.

ABOUT once in every year I experience a great desire to write unto the readers of our dear little *WORLD*, and more especially do I feel so after reading the many interesting letters and items which every week present themselves for public favor in the bright "official organ." ... Two years ago last summer, but two machines were owned in this

city, Mr. Frank Dodd and "your humble servant" being the happy owners thereof; well, at present writing, there are perhaps twenty-eight or thirty machines now in existence here. New machines are to appear in the spring, and possibly we may send a delegation to the 30 May Meet.... Herman Rust, I believe, owns a Star, but I have never seen it upon the road save an instance in July last. I guess he thinks it "too hard work,"—and I really cannot wonder. In a recent issue of the *WORLD*, an editorial of Mr. Dean's with reference to consuls strikes me as particularly worthy of notice. If visiting riders would only call upon the consuls at the several places stopped at, instead of going to outside parties for information with regard to hotels, etc., a far better feeling would result, from the fact that consuls would thus be sure of proper appreciation of their efforts, at least, by the wheelmen making the inquiries. Last summer, when the Boston Club came to this city *via* boat, the first news the consul here heard concerning such visit was in the columns of the *WORLD*, and you may believe that same consul did not like that way of extending word to him; he was also greatly surprised to hear afterwards that arrangements had been made way ahead of the appointed time of the visit. Here we have a regular appointed hotel for L. A. W. riders, and a consul always ready and willing to cheerfully give any required information; and it does seem strange that he cannot be notified of so important an event as a club visit on wheels.

CONSUL L. A. W.

GLOUCESTER, MASS., 1 March, 1882.

Buffalo.

Editor Bicycling World:—A reporter on one of our papers here visited our club recently for information about wheeling; and he got considerable of what he came for as you may judge from some extracts I enclose from his subsequent article. Under an explanatory and comprehensive heading he begins as follows:—

"Bicycle riding is growing in Buffalo. No sport has increased more rapidly in four years following its introduction. Of course, on comparison with other sports, its development into favor and general usage is extremely slow; but this is because of its expensiveness and the time necessary to the acquirement of proficiency. But admitting these factors, its progress is seen to be remarkably rapid. Those who know say that riding on the bicycle is an enjoyment of keen relish, and is health-giving and fascinating as well. How its merits, comparative with horse-flesh, are viewed by the physiologist, the writer does not attempt to say; but every one of the bicycle riders of Buffalo possesses good, hard sinew, extraordinary endurance, and a healthy appetite. What more can he want? The first bicycle in Buffalo appeared in 1878; and though many people were inclined to

laugh at it at first, it has steadily grown in favor, and the club, originally started with only three members.—Dr. H. T. Appleby, George Bidwell, and John T. Gard, now numbers fifty-eight. The first organization was in this wise: Bidwell and Gard elected Appleby president. Appleby and Bidwell made Gard secretary, and Gard and Appleby created Bidwell. There are now probably one hundred machines in Buffalo, and the interest is spreading; and it is expected that stock in the Buffalo Bicycle Club will take a swift, steady upward movement. Since riding out of doors has been prohibited by the weather during the winter months, the club has drilled regularly every Saturday evening in the Fremont Place armory, usually in the presence of a large number of spectators. The drill consists of movements of a military character, filling and wheeling; and the winter evenings, which have been spent in practice, have given the young men a remarkable degree of proficiency. The programme for the coming year embraces many features of interest to the members of the club. The usual weekly 'runs' on Friday evenings and Tuesday mornings will be continued. During the early part of the summer 'a day off' will be taken, and the club will invade in a body some one of the small surrounding cities, returning in the evening. The annual tournament will be held in August or September in the Buffalo Driving Park. Effort will be made to have the Buffalo organization well (that is, in the way of members) represented at the League Meet this year; and next, endeavors will be put forward to have the Meet take place here. Charles Forbush possesses the largest wheel in the club, a 58-inch. It is a splendid machine, and is handled easily and gracefully by its proprietor. Forbush has made the fastest time in the annals of the Buffalo Club, having accomplished a mile in 3.17 last July, in a contest at Lockport. R. H. James is the holder of the laurel in defying the laws of gravitation while on his machine. He has the knack of making his wheel maintain a perfectly upright position at a stand-still. Harry Drullard is barely fifteen, yet he rides a 54-inch, and shows himself quite a genius in the mastery of the arbitrary steed. He is noted for his 'tricks,' or peculiar style of riding. George Dakin shows proficiency in the 'baby act.' Daniel N. Milley is the club champion, and holds the medal for accomplishing the longest distance of any of the club. Forbush and Woodruff do the 'double act' on the same wheel, and they, together with Harry Drullard, ride three on a machine. Frank Drullard and R. H. James require so little to maintain their balance that they venture out when the ground is covered with ice and snow. Dr. Appleby, or 'Doc,' as he is known, is one of the jolliest of wheelmen. He is about as big as a pint and a half of cider, wears glasses, and can beat any member of the club on good, hard, steady

riding. He had great difficulty in getting a machine small enough, but has finally overcome it by importing a 'grasshopper' from London. 'Doc' has also sent for a tricycle. He evidently intends to have a variety."

When the reporter came into the riding-room, not even the "grasshopper" was offered him to ride; not because the boys are backward in politeness, but because they knew if a wheel was offered him, he would ride, fall, and then "good-by" for an item. DANCER.

BUFFALO, N. Y., 2 March, 1882.

Chicago.

THE racing element of the Chicago Bicycle Club is in high glee over the recent departure of the club in inaugurating a series of monthly championship races. In addition to the monthly events, special "scrub" races are set down for every Saturday afternoon. The club are indebted to the generosity of Mr. Secretary Reynolds, of the Chicago Exposition board, for the generous offer of that splendid building for our races and drills. Our old track in the gallery has been abandoned, and a new one is fitted up on the main floor, consisting of five laps to the mile. In addition to the free use of the building, Mr. Reynolds has offered the use of the directors' room for club meetings, lighted and heated, free gratis. As our lease of the Natatorium rooms, which have been the Chicago Bicycle Club headquarters since last fall, expires the middle of this month, we have accepted the offer, and henceforth will centre at the Exposition building. There are about ten members in the club who think judicious amateur club racing highly beneficial and entertaining. These are Capt. Miller, Lieut. Conkling, Secretary Ayers, Treasurer Brown, Messrs. Fairfield, Blanchard, Philbrick, Calkins, Taylor, and Ex-President McClure, and the remaining members and their friends think it very interesting to come around and look on. The first of our series of championship races—the one-mile—was a very interesting contest, in that the participants, Messrs. Conkling, Ayers, and Brown were pretty evenly matched, and the finish was made with split seconds—between 3.27, 3.27½, and 3.29 respectively. The second, or special race, last Saturday, was for five miles, the prize being a McDonnell cyclometer. Six riders concluded they wanted a cyclometer, and also resolved that they did not want to buy one,—it would be so much better to win it; so the six footed the bill and went in to win. Quite an interesting race followed; the result of the contest lying chiefly between Messrs. Conkling and Ayers, who had it "nip and tuck" for a while, the former beating in 18m. 15s., with the latter a few seconds behind. This time might easily have been reduced one minute had it not been for the jockeying proclivities of the two leaders, who, strange to say, were fighting for second place for a couple of laps, so as to have the advantage of passing the leader

on a spurt on the last lap. Of course we would not hold this up as a record of any "great shakes," but think it good enough for amateurs who deserve that title in the fullest sense, in that there is not the slightest approach at training, the chances of victory resting on the untrained ability of the contestants. In so far as this policy of our club is carried out, our tournaments will be a success throughout the season, without the evil effects complained of by "Cyclos," who theorizes that racing engenders "envy, malice, and all uncharitableness." At least in our experience — the experience of ten individuals of different temperaments — the result is quite the contrary. A person must be of a very small disposition indeed, who would enter into a friendly contest of the kind, and conjure up feelings of ill-will because, by some combination of circumstances, he happened to be behind his opponents' li tle wheel at the finish. The whole matter as to whether one wins or loses is of too small consequence, anyway, when the object of entering the contest in the first place is to have an opportunity to engage in an exhilarating exercise from a vigorous stretching of the legs, — to cause a bright little episode to ripple up the surface of a prosy week of business. We are open to conviction as to the injurious effects of bicycle racing upon the mental and physical structure. "Cyclos's" theory that racing is injurious is couched in such language that its argument cannot be gainsaid without one demonstrates from experience; and that experience our summer's scheme of tournaments will furnish, ample enough to enable the club to judge as to the right course to pursue in the future.

When the more staple thoughts of the hour do not engage the mind, we think of our next championship contest, — the long-distance race of twenty-five miles, — to come off some time in April; the exact day is not yet fixed. The prospective "dark horses" are Messrs Miller, Conkling, Brown, and Ayers, — 57, 60, 58, and 54-inch D. H. F. wheels respectively. A large invitation list is being prepared, and everything will be done to make up an interesting entertainment. As is usual with these long rides, the first hour will be comparatively of little interest, and therefore a miscellaneous entertainment will be given such as slow races and fancy riding; and perhaps the exhilarating influence of a brass band will be engaged to make things lively.

Capt. T. S. Miller is getting very popular because of his energetic, enterprising way of running things. Being a talented young gentleman, of large resources and managerial ability, a patron of the bicycle because four years of use have demonstrated its value to him as an equalizer of mental and physical forces, his acquisition as a leader will be of peculiar value to the club this year, when it is quite probable we shall have an opportunity to show ourselves to the bicycling fraternity at the next League Meet. STENO.

CHICAGO, 13 March, 1882.

Dayton, O.

A DAYTON (O.) correspondent writes under date of 22 February that the bicycling season will reopen there with a rush. He adds: "Capt. Mott, of the Dayton Bicycle Club, is at present sojourning East, and has left his wheel in charge of Darlington Porter. The latter gentleman 'takes the cake' for bicycle riding here, with a fine prospect of soon mastering his steed with the best rider in the State. John Schafer has placed his order for a full-nickelled 52-inch Harvard with Gump Bros., of this city. Mr. J. P. Taylor, of Mechanicsburg, O., has a handsome blue bicycle suit, and when he mounts his full-nickelled 54-inch wheel,

"The ladies all will say
As he takes his graceful way," etc

The "Newburyport Idea."

Editor Bicycling World: — I think "Ellsworth's" suggestion in a recent issue of the WORLD is an excellent one. Such an organization would do no little towards popularizing bicycling, and the mutual advantages derived therefrom would be many. If the League Meet is this year held outside of Massachusetts, as is very probable, many of the members in this State will be unable to attend it. But if the wheelmen in each county should organize a sort of branch of the L. A. W., meets could be held by the "stay-at-homes"; and although they would not be on so grand a scale as the "official" affair, yet they would doubtless prove highly enjoyable. The idea is worth considering, and I hope wheelmen will express their opinions of the matter through the WORLD. Give us your views, gentlemen, and the 30th of May will perhaps see the first annual meet of the Essex County branch of the L. A. W., besides that of some other county branches. GEESEE.

MARBLEHEAD, MASS., 13 March, 1882

Ellsworth's Suggestions.

Editor Bicycling World: — In your issue of 17 February, "Ellsworth" of Newburyport asks the wheelmen of Essex County to consider the idea of a county association, similar in its aims and formation to the L. A. W.; in fact, the two might be represented by the "American Star," only more practical, — the leader the county association, and its big brother the League. I thought at the time the idea was an excellent one, and have been hoping to see something in the later issues of the WORLD for or against it from other wheelmen of the county. I know some of our Lawrence brethren are favorably disposed; about Salem, Lynn, and Marblehead I am not so sure, — perhaps they think the roads between are too rough to repay for the trouble of our acquaintance. We of the north envy them, and often travel that way for excellent riding; and while we have always been well treated by individuals, a regular association would be the means of establishing a wider spread knowledge of the roads and hotels, and a

mutual benefit to the riders of the wheel: for as yet, in this section, the L. A. W. is weak both as to work and enthusiasm. But to work, "Ellsworth"; stir 'em up; have an informal gathering in some one of the cities of Essex, say on Decoration Day, and then and there interchange ideas: and if it comes to nothing (which I doubt), we can look back upon a pleasant time, and form many pleasant acquaintances. Our club is so soundly asleep that I doubt its awakening; but we have riders enough to wake up, and it's time to be about it. Salem, Lynn, or Lawrence are the ones to start the thing successfully, on account of having wide-awake clubs and a large number of riders.

"869."

HAVERHILL, 13 March, 1882.

The League Rules Again.

Editor Bicycling World: — In the WORLD of 17 March, I see for the first time public reference to "a new constitution for the League," some whisperings of which have lately been heard. Your editorial comment upon it is most admirable, but I beg leave to protest a little more emphatically against any such wholesale "revision" as is suggested. We read of an ancient nation which had a rule that any one who proposed a change in the existing laws should do so with a halter around his neck, and be immediately hanged if it was not adopted. This was carrying "conservatism" rather far, and I have no desire to see Director Smillie appear in the convention at Chicago with any such necktie, — besides both the League badges, which he will of course wear. This would be too heavy a handicap even for a bicyclist so fast and so confident of his own abilities as he must be who presents an entirely new constitution.

Doubtless it is the rules which he proposes to change, for certainly no more appropriate, concise, but at the same time comprehensive constitution was ever written than that upon which the League was organized at Newport; and this eleventh-hour (to be exact, the 11,30th) member of the League can hardly have the assurance to offer to substitute another. As to the rules, they were carefully prepared after much thought, and were adopted, rule by rule, after calm but critical discussion by the directors. Never was there a harder worked body of gentlemen than at that directors' meeting in New York which considered and passed upon these rules.

Nothing was hastily done, — except the adoption of the first League badge! — and any shortcomings of the League cannot be charged to a lack of good rules. It would be very strange if after two years' use of this code of rules, with which an organization quite unlike any then in existence started, some amendments be not found desirable, and no doubt the convention will make some judicious and needed changes.

You have called attention to some such in very suggestive editorials in the

WORLD: but I cannot believe that there is the least necessity or any widespread desire to "reform it altogether." Radical changes in constitution and laws belong to semi-barbaric States like Mexico.—and shall I say, Jersey?—not to the civilization of the United States. That the League will not be "Mexicanized" is the hope of

ONE WHO JOINED AT NEWPORT.

Staten Island.

STATEN ISLAND, in shape an irregular right-angled triangle, is about thirteen miles in length and five in breadth. At about its middle point it is nearly divided laterally by a sort of lagoon, known as the Fresh Kill, an arm of the narrow strait which separates the island from New Jersey. South of this the roads are generally sandy, and offer but few inducements to the bicyclist. North of it the country is covered with hills, none of which, however, attain an altitude of over four hundred and twenty feet.

The pride of Staten Island is the Shore Road, which stretches its macadamized length from Mariner's Harbor, on the northwest, east to New Brighton; then south to Fort Wadsworth, the southeasternmost point of the island, a distance of seven and one half miles, commanding an almost uninterrupted view of the waters of New York Bay and the Kill von Kull. The points of interest along this road, aside from the views, are the Sailor's Snug Harbor, a home for old salts, an inspection of which will be certain to afford amusement, and possibly instruction; and the fort at the southeastern terminus, where an extended view of both the upper and lower bays may be obtained, and where an hour or so may be profitably spent in an examination of the fortifications, ordnance, and quarters.

The interior roads of the island vary from fair to bad. About the best is Richmond road, not to be confounded with Richmond turnpike, which latter is generally unridable. After descending the hill at Tompkinsville, a turn should be made from the shore back to Van Duzer street; keeping along this, a turn will bring the rider into Richmond road. Continuing along this for about a quarter of a mile, a high, bare hill will be reached, at the foot of which the bicycle should be left, while the rider makes the short but steep ascent. The view from the top is the finest in the vicinity of New York City. Continuing southwardly along Richmond road for about one mile, a road will be noticed turning off to the right, and which may be recognized by a high picket fence painted black, running along its southern side. This is the Clove road, running through a natural gap in the two ranges of hills, which extend partly through the island, and which, though too beautiful to be missed, will test the road-riding education of the bicyclist. When the fork in the roads is reached,—distant one

mile and a quarter,—the road to the right, bounded on the right by a high iron fence, should be taken, which will afford an almost continuous coast of nearly a mile back to the Shore road at West New Brighton.

If, instead of turning off at the Clove, the rider keeps along the Richmond road, a ride of about four miles will bring him to the village of Richmond, the county seat, where, if he is of an inquiring turn of mind, he may visit the jail and county buildings. From here he should take the Springville road (which he will probably find unfit for riding), west to the Morning Star road (so called from a tavern which some hundred years ago went by that name), north to Graniteville, turning to the right at the engine house, and then down the Church road or Richmond avenue to the Shore road at Port Richmond. A week could be very pleasantly spent upon the island by any bicyclist to whom mere distance riding and racing are not the sum total of bicycling existence. At New Brighton there are two large hotels, the Pavilion and St. Mark's, at each of which hops are given alternate Saturday evenings through the season. It is better to come early in the season, as, aside from the cooler weather, the mosquitoes will be met as single spies whereas a later visit will be apt to find them in battalions. The name of the boarding houses is legion. The best map of the island is published as an advertisement by a clothing house at 254 Broadway, where I have no doubt they can be had upon application.

I should advise the New Yorker who can spend but a day upon the island to take the North Shore Ferry, from the foot of Whitehall street, to Elm Park, and ride from there, according to directions, to Grymes hill, where the finest view can be obtained; then back to the Shore road, to the fort, and return. At Mariner's Harbor there is a row-boat ferry to Elizabethport, and at Port Richmond a ferry to Bergen Point. Opposite this ferry slip at Port Richmond will be noticed an old tavern, in the eastern room of which Aaron Burr died. B. BUGLE.

New York 'Cyclists' Club House.

THROUGH the efforts of Mr. Fred. Jenkins, editor of the *Wheel*, a three-story brown-stone front has been secured for a 'cyclists' club-house in New York, for the convenience and enjoyment of wheelmen in that city and vicinity. The interior arrangements are as follows: On the ground floor the front room will be fitted up with lockers for the use of subscribers, while the rear room will be used for the storage of machines. The entrance to the machine room is direct from the street, avoiding any steps. The next floor is reserved as a parlor and library, which will be furnished in substantial style. In the library will be kept files of all the English and American bicycling publications and sporting journals. Here the members can receive and entertain friends in a manner some-

what in accord with the social position which wheelmen occupy. On the next floor will be a large room to serve as a meeting room on certain days of every month for each club. Other evenings it will be occupied as a card, chess, and smoking room. There will also be a billiard and pool room, and a sideboard containing a first-class stock of cigars and liquid refreshments. The third floor is reserved for bachelor quarters, which have already been rented for the year. To support this establishment, the rates have been fixed at \$2.00 per month for each member of a club whose entire active membership is represented. This includes use of locker and storage room for machine, and all the privileges of the club house. Each club will have a separate dressing-room. The house is located at the corner of 4th avenue and 62d street. In a circular detailing the project, Mr. Jenkins says: "This is a brief outline of the plan, and I desire your support. As a club member I appeal to you to use your influence and secure its success. As soon as fifty names have been pledged, arrangements will be completed. I have every reason to believe that they will be forthcoming, and desire to add yours to the list."

This is a move in the right direction, and we urge the clubs to give Mr. Jenkins hearty support in the venture.

The Fast Day Races.

THE following circular has been sent to each club secretary (as far as known) in the country:—

BOSTON BICYCLE CLUB HOUSE,

53 UNION PARK, BOSTON, MASS., 11 March, 1882.

Dear Sir,—The third bicycle race meeting will be held at the Institute Fair building, on Huntington avenue, in this city, by the Boston Bicycle Club, on Thursday, the 6th of April next (Fast Day), commencing at one o'clock p. m. The meeting will consist of three events:—

First. An amateur handicap, distance five miles, in which Messrs. Frye of the Boston Bicycle Club, and Gideon of the Philadelphia Bicycle Club, as well as other noted amateurs, will probably start from scratch.

Second. An amateur race of one mile, in heats,—trials and final,—three riders in each heat, and the fastest three winners of the trials only to run the final heat.

The entries for the above events will close at 53 Union Park, at noon, on Tuesday, the 4th of April. All entries must be accompanied with a fee of \$1.00, which will be returned to each competitor after the race meeting. An imported pewter tankard will be given to the winner of each trial heat in the second event, and a handsome and valuable split-seconds Auburndale timer will be the first prize in the final of the second event, and in the five-mile handicap.

If you do not enter for either of these events yourself, we would be glad if you would lend your aid to a successful meeting by your attendance as a spectator, and by informing the members of your club, and your wheel friends generally, of the fact that such a meeting is to be held.

Free admission tickets, good from date until after the race, will be forwarded to each competitor as his entry is received.

The third event will be an open professional race of ten miles, for a purse of \$100, given by the club. The race is open to all professional riders on payment of an entrance fee of \$50. The second man at the finish will have his entrance fee returned to him. The entry of John S. Prince, the champion, has already been received, and Prof. Rollinson has expressed his intention of competing, but had not at date of this circular forwarded his entry money. Should he fail to do so, and should no other competitor come forward, the Harrison brothers will run Prince for the purse at the same distance, one brother running five miles, and the other brother then taking up the race; Prince to run the ten miles straightaway, and first man to win. In any case, an exciting professional contest may thus be looked for.

E. C. HODGES, Chairman,
J. S. DEAN, Secretary,
FRANK W. WESTON, Manager,
Committee Boston B. Club.

A Tour through Ireland. I.

HOW IRISHMEN RIDE. BY ONE OF THEM.

PERHAPS the first thought which strikes the reader of the above heading will be, "They ride like any other 'cyclist, I suppose." Well, you are about right, and I propose in the following sketch to describe one of the most enjoyable runs which it was ever my fortune to enter upon and complete; and one which, for length of journey and varied beauties of scenery, few votaries of the wheel have had the good fortune to accomplish in so short a space of time. I had long intended making a run through Ireland, and visiting the spots which song and story writers have never tired of eulogizing; so finding myself, last June, the owner of a solid-looking Club machine, I began to think it time to prepare for my excursion, before the season slipped round, or the inclement weather in advance of winter, consisting of wind and rain, set in. And here I may remark, that much more bicycling appears to be done in America during the winter season than in Ireland; the reason of which is, I think, that though the American winters are colder than those of Ireland, they have not the dampness which clings to the air and to the earth in the old country, and which even in cold weather renders the ground anything but agreeable to ride over. Irish wheelmen, therefore, prefer to keep their machines safely housed until the genial air of spring tempts them out again. I had, after some trouble, found a friend who promised to accompany me; and after some discussion we fixed upon the south and west of the country for our ride, and settled for a start on Monday morning, the 4th of July. The morning of that memorable Monday broke dark and lowering, and as I sprang into the saddle with my hold-all, lamp, etc., in thorough travelling order, I could see the heavy, dark clouds sweeping up from the west. "Never mind, Jack," said I to myself, "you have never started on a ride yet, old boy, which did not commence inauspiciously, but somehow or other always terminated satisfactorily. A fig for the weather; I'm for the road." Having made the heroic resolution to defy the clerk of the weather, five minutes after 4 A. M. saw me at Jerry Maxwell's door; and half a minute after my arrival, saw his head out of the window, demanding "what was in the wind now" that I should want to start on a tour with a storm within two short leagues of us. "There's a whistle in the wind, old man." I complacently remarked; "so just tumble up, as I know you have everything prepared, and we'll take to the road as per agreement." I heard him growl something like "blooming idiot," as he drew in his head; but in fifteen minutes, round he came with his 52 Challenge No. 2, which bore evident marks of having had unusual care bestowed on its brighter portions the day before.

"Round the corner and mount" was the word, and down the broad asphalt

pavement—of which there is an abundant supply around Dublin, for lazy riders—we went at a twelve-miles-an-hour pace. In three minutes we struck the canal bank, which forms the southern boundary of the city, and turning our faces to the west, cheerfully laid down ourselves for work, with a heavy wind in front; and leaving the sleeping metropolis of the "Green Isle" farther and farther behind, we pounded steadily against the anything but soothing zephyrs. "Lord help us, Dickson! here comes the rain," said Jerry; and sure enough, in we rode to a thick mist, which had been steadily travelling towards us as we had been to it, after fronting west. As we rode through it the wind died down, and wheeling to the left, we quitted the city boundary and struck into the fine old coach road to Kilkenny. On our right and behind us lay the magnificent expanse of the Phoenix Park, perhaps the largest city park in Europe. It is admirably suited for bicyclers, and the annual meets of the Irish clubs take place on its magnificent central boulevard, which is about three miles in length, and perfectly straight. Turning from the wooded slopes of the park, and looking to the left, we could see the Dublin hills, dark and heavy-looking, in the mists of the early day, with the white clouds creeping along the summits of the more elevated portions; while away before us stretched a broad hard road of limestone, the A. 1. causeway of the Irish wheelmen. This broken limestone, of which there is abundance throughout the country, forms good roads; and you can generally depend on finding pretty smooth riding through the centre of Ireland, where the carboniferous limestone is the chief rock formation.

We worked through the rain for two miles, but at length had to cry "Enough"; and with a blessing or two on the head of the New York *Herald* "weather prophet," we halted under the friendly shade of an ancient oak, the only one of its kind in the neighborhood, who, forgetting its kingly estate among forest trees, condescended to extend its patriarchal arms over the common herd of human life, ever changing, backward and forward, to and from the great city. Half an hour's wait here, in the first hour of our journey,—it was not very promising, but the rain did lighten at last; and mounting once more, we were soon steadily at work on a road not much the worse for its morning ablutions. But the wind! the wind had risen again; that was the rub. It was only steady hard work that enabled us to bear up against that bane of all bicycle riders, a heavy head-wind. The road now began to look country-like, the hills drew close in on our left, until we wound round their farther end and entered on the level country, so long the bone of contention between the native Irish and their Saxon conquerors, the far-famed "Land of the Pale." Running through the little hamlets of Rathcoole and Kill, we entered the country Kildare, with its well-tilled farms

scattered round, and with the rich plains of Westmeath stretching away in the dim distance to the west. Eight o'clock found us hungry, hot, and tired, and placed us nineteen miles on our journey in the little town of Naas. Not much of a place, remarkable only for its antiquity and its pleasant situation in a fertile country. Here it was imperative that we should have breakfast, for three hours, hard riding had sharpened our appetites considerably; so pulling up at the Commercial Hotel door, we entered. The waiter stared at us in blank astonishment, and propounded the classic question of "And what would ye be after having, yer honors, out so mortal early?" We told him we would satisfy his curiosity if he would satisfy our hunger, and soon our chops and coffee were the one absorbing idea of our existence. Breakfast over, we had a lounge for half an hour, and a stroll round the town, inspected the old rath, the meeting place of the States of Leinster in days gone by, and then mounting we spun rapidly along a splendid road, for the town of Newbridge. This place looked thriving and well-to-do, owing perhaps to its occupation by the military and its closeness to the far-famed "Curragh Camp." Without halting we ran through the town, the natives all scouring out to look at the "byshicals." Outside the town there were some "legs, over handles" hills, and it did seem a relief to swing down the smart descent without any exertion save that of guiding the machine. And now we wheeled out from among the trees that overspread the road, and the broad expanse of the Curragh broke upon our view, all at once. To a person not aware of what it is, it looks most remarkable, coming thus suddenly into view. From the Newbridge road it presents the appearance of a wide plain, running up in the distance to a range of bluffs topped by a number of low buildings. As you approach up the gradual ascent to the buildings, they begin to multiply and take the form of long, low, wooden huts, divided into squares by streets, and with larger buildings scattered through them, in which are the gymnasiums, riding schools, etc. This little city is the Curragh Camp, the military centre of Ireland.

We could see the sentries along the guard stations of the different regiments, each of them stopping in his monotonous walk to have a look at the two light horsemen on their flashing steeds, who were reconnoitring most assiduously the geography of the whole place. Next we came across men of various regiments, carrying down the supply of bread in large baskets, for the different corps. These we charged manfully, and impressed with our fierce aspect, they opened their ranks and let us pass through. Having overcome thus easily a whole company of British regulars,—a company, too, with their arms loaded,—we rode down the main street of the camp, with its busy population of "sons of Mars," all at work; cleaning horses, mending roads and paths, drilling, etc

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which 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 fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HANDBOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

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

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

CORTLANDT WHEELMEN.—Additional: George Halsted, Peekskill, N. Y.

UNATTACHED.—W. L. Bates, 171 Kansas avenue, Topeka, Kan.; T. B. Meatyard, 1,300 Indiana avenue, Chicago, Ill.; Everett Snowden, 243 McCulloh street, Baltimore, Md.

CONSULS APPOINTED.—Ohio, Ashland: Frank W. Miller, 227, 55 W. Washington street.

MASSACHUSETTS.—Newton: Charles L. Clark, 228.

League of American Wheelmen.

THE regular spring meeting of the board of officers will be held at the Metropolitan Hotel, 570 Broadway, New York City, on Monday, 27 March, 1882, at 10 A. M., and the session will be continued through the day and evening until all business is disposed of. This will be the most important meeting that the officers have yet held, and your presence and support are earnestly requested. If you find it impossible to be present, please send to the undersigned any suggestions which you may desire to bring before the board as to amendments and alterations of rules, etc., and especially report to him the city you would vote for as the place in which to hold the League Meet on 30 May.

KINGMAN N. PUTNAM,
Corresponding Secretary.
54 WALL STREET, NEW YORK CITY.

To the Directors and Consuls of the L. A. W.

AT the quarterly meeting of the board of L. A. W. officers, held in New York, 6 October, 1881, the undersigned were appointed a committee on consuls, and the subject of appointment of League hotels was assigned to them. At their request the following vote was submitted by mail to the officers and adopted 14 December, 1881: That the directors shall appoint League hotels in their respective States, and furnish the same with signs and certificates.

In order to carry out this important aid to the touring members of the L. A. W., we would respectfully request and urge that on receipt of this, you will communicate with each League consul in your State by means of a duplicate of this circular and otherwise, requesting him to interview the landlords in his district; and if successful, to send his name, etc., to you, and if it meets with your approval, to forward the name of hotel to the recording secretary L. A. W., who will record the same, and send a hotel certificate and sign to consuls for delivery.

In selecting hotels, bear in mind that the reduction from regular rates is a secondary consideration, especially in the smaller towns; that the majority of League tourists desire good food, beds, and attendance at a fair rate.

In consideration of increased patronage and the free advertising the hotel will receive in the League publications, secure if you can a reduction of 10, 15, or 20 per cent from regular rates. Represent to the landlord that over 1,700 amateur bicyclers joined the League the first year after its organization, and that the number of touring members is constantly increasing.

The success of the League depends greatly upon the prompt action of the officers, directors, and consuls this spring; and we earnestly hope that when the touring days begin, that the League members will find in every place where there is a bicycle that the directors have secured a League hotel, and a detailed description of the best routes, radiating from the principal points in their several States.

Blank route slips and samples with printed instructions will be supplied to directors, for distribution to consuls by the recording secretary.

Fraternally yours,

C. A. HAZLETT,
E. C. HODGES,
E. J. WARING,
Com. on Consuls.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—In a recent number of the WORLD, "Sixty," writing from Chicago, details some experiments made with hub lamps, and mentions a lamp and an arrangement of reflectors which threw a strong light one hundred and fifty feet, and cast no fellow-shadow, the invention of one of their club men. Will he be kind enough to describe it through your columns, or does he wish to patent it first?

MARX.

CLEVELAND, O., 16 March, 1882.

Editor Bicycling World:—Will some bicyclist who has ridden the wheel on any of the hard Atlantic beaches—such as Old Orchard, Nantasket, or Cape May—say whether the sand is firm enough at low tide to make easy riding?... Has any wheelman used a lamp which really gave light enough to make riding safe and pleasant at, say, nine miles per hour, on a fair country road, with the usual allowance of stones and ruts, on a dark night, if so, what make?

ONTARI.

LONDON, ONT., 17 March, 1882.

CURRENTE CALAMO

THE weather was blustering and wretchedly uncomfortable last week.

GET a copy of the "Tricyclists' Vade Mecum," and learn what English manufacturers are doing about three-wheelers.

LEAGUE members who have not yet provided themselves with badges should call at our office and see if we have the style they want.

THERE will be a bicycle show race at the 4 April games of the Union Athletic Club, in Music Hall, the course being across the hall lengthwise and return.

A FIVE-MILE bicycle race for the amateur championship of St. Louis was ridden in Armory Hall, 4 March, and was won by A. E. Stone in 20m., 18s.

THE Expert is out, and in appearance, at least, justifies all its manufacturers have promised about it. It is just too quite awfully lovely for anything.

CHELSEA has a "sociable" tricycle, and a couple of pretty girls have been seen gliding pleasantly and comfortably about that city thereon, occasionally.

AND now Tennyson has been trying to imitate Walt Whitman, but it is hardly a success. Alfred must do something worse than that if he wants to beat Walt.

ALBIN, a somewhat noted bicycle trick rider in England, is coming to this country to give exhibitions in connection

with a circus show, according to an English paper.

WAS N'T the weather lovely and were n't the roads in splendid condition Sunday and Monday? and did n't the bicyclers in this vicinity enjoy both immensely? These queries are assertive and require no answers.

AMERICAN belles *don't* wear their brothers' medals for brooches, Mr. B. Times, and you need n't tell us that English belles don't tricycle in their brothers' knickerbockers; for we sha'n't intimate that they do.

MISS IDA BLACKWELL, who is training under Mr. Prince at the Institute rink, to meet Mlle. Armaindo in the Fast Day races, is making rapid progress, and seems determined to become proficient in both speed and skill.

THE Central Park case will be argued to-day, 24 March, Friday afternoon, at one o'clock, in the New York Supreme Court, before Judge Lawrence. Let all wheelmen in New York and vicinity attend, and so attest their interest in this important matter.

SECRETARY CURTIS, of the Rochester Bicycle Club, writes us that the club is to give an exhibition for the benefit of the Female Charitable Society of that city, 13 April, and cordially invites wheelmen to attend and see what Rochester can show in the way of fancy riding.

MR. CHARLES L. CLARK, recently appointed L. A. W. consul for Newton, has issued a call for a meeting of wheelmen of that city to organize a club,—which is a good movement, and proves the wisdom of appointing a live man and an enthusiastic wheelman to a League consulate.

THE Boston Bicycle Club wisely set the time for their grand race meeting on the afternoon of Fast Day instead of in the evening, to enable out-of-town wheelmen to attend without the necessity of leaving before the races are finished, in order to catch the last train, or spending the night in Boston.

Mlle. ARMAINDO, the bicycienne, began a ride on 9 March, in Armory Hall, St. Louis, to cover 600 miles in six days. She accomplished more than the task, riding only fifty-one hours and thirty-six minutes, and scoring 617½ miles, and left the track at 10 o'clock on the evening of the 15th. She is reported as making 110 miles the first day.

WILLIAM R. BARRETT, the young man who was found dead in Stoneham on the evening of Sunday, 12 March, and supposed to have committed suicide, was a much-esteemed member of the Stoneham Bicycle Club, and his wheel associates testified their regard by presenting at the funeral a handsome bicycle elegantly and tastefully decorated with flowers, and by a general attendance at the services.

MR. RICHARD GARVEY, president of the Missouri Bicycle Club, of St. Louis,

has effected an arrangement with the Pope Manufacturing Company for the agency and sale of Columbia bicycles; and as Mr. Garvey is a wide-awake and pushing man in wheeling as in everything else, we are of the opinion that soon St. Louis will show more, although perhaps smaller, feet at the wheels than Chicago can.

WE call attention to the advertisement of "Amateur Photography," on our first page, as offering a chance for bicyclers to add a new and pleasing feature to their wheel excursions. President Reid, of the Rochester Bicycle Club, writes us that he has found it a source of great satisfaction to be able to catch and preserve many beautiful scenes of the rural and picturesque which he has encountered while bicycling. He says the apparatus may be carried with ease slung over the shoulder, and it is easily adjusted for work whenever the wheelman desires to stop and secure a specially charming view.

BOOKS AND PAGES

THE CENTURY. — The *Century Magazine* for April has for a frontispiece a portrait of Matthew Arnold, after a painting by G. F. Watts; and to fit it, Andrew Lang contributes a biographical and critical study of the poet and his verse. Mrs. Burnett's and Mr. Howells's novels deepen in interest, and make one wish the text was illustrated occasionally. Madame Ragozin, a Russian lady, now living in New York, contributes a remarkable paper, and one of especially current interest, on "Russian Jews and Gentiles." Mrs. Mitchell's third paper on sculpture is "The Age of Praxiteles," and is splendidly embellished. Other interesting illustrated papers are "Tunis and its Bay," an account drawn from personal experience; "Some American Tiles," descriptive of the processes and results of the Chelsea (Mass.) Tile Works of the Messrs. Low, by F. D. Millet; and Richard Grant White's second paper on "Opera in New York," with many portraits. Eggleston's "Blessings of Piracy," Watterson's "Oddities of Southern Life," and Janvier's "Niata" are all excellent in their way, and there are many poems by popular and well-known verse makers. "Topics of the Time" and "The World's Work" are, as usual, full of interesting essays and useful information. In "The Yearn of the Romantics," which occupies nearly the whole of "Bric-a-Brac," our Louisville readers will recognize that clever lot of rhymes contributed to the *Commercial* of that city last New Year, by one of its citizens, and which is well worthy of preservation in the *Century*. Thomas Carlyle's "Irish Journal" will begin in the May number.

THE IRISH REPUBLIC is a new weekly paper published in Boston, the initial number of which we have received. It is a handsomely printed and arranged quarto, and announces itself as "devoted to Irish-American news, politics, and literature," and that it has "come to stay." It will doubtless find plenty of work to do in its particular field, which is certainly large, and we wish it every success it deserves.

To the Editor of Bicycling News.

Editor *Bicycling World*: SIR, — In your issue of 17 February I notice a communication from John Keen, in which the following paragraph occurs: —

"I will risk being 'frightened' if they will offer part, say half, of that \$5,000 that I have heard about for a race to come off next August, and Prince to receive one lap in ten miles of the same course as the last race."

Now, Mr. Editor, it is all very well for one to talk when he is on the other side of the "herring pond"; but if Mr. Keen really means business in coming to Boston next August, I assure him he can have my views for a race according to his own challenge, to race for nothing less than \$1,000, over the same course, with the *BICYCLING WORLD* as stakeholder and referee as before. Hoping this will give Mr. Keen entire satisfaction, and that he will speedily give his attention to the completion of arrangements,

JOHN S. PRINCE,
Champion of America.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

FOR SALE OR EXCHANGE

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

FOR SALE. — A Standard Columbia Bicycle, 48-inch. Full nickel. First-class condition, used only one season. Very cheap. Address "W., P. O. Box, 2,987, New York City.

FOR SALE. — 50-inch Harvard. Nickelled. Ball bearings to both wheels. Cradle spring. Half rat-trap pedals. Rubber handles. In perfect condition. Price, \$90. Address J. T., Box 34, Bayside, Long Island.

FOR SALE. — A 54-inch American Star. *Invincible* rim to large wheel, part nickelled, and painted in gold stripes. First-class condition. Address E. O. EDSON, Lock Box 187, Cedar Rapids, Iowa.

FOR SALE. — A 50-inch Standard Columbia of 1880. Half nickelled. In perfect order, for \$70; a rare offer. For particulars, address E. O. GOSS, Lock Box 4, Waterbury, Conn.

BICYCLE FOR SALE. — A 52-inch Standard Columbia Bicycle. Half nickelled. Newly painted, and in first-class running order. For sale at a bargain. Address G. H. BURT, Auburn, N. Y.

L. A. W. — Commander's 55-inch British Challenge for sale. Built to his order, 1881. Full nickel. Balls throughout. Guaranteed perfect order. Cost \$165. Must be sold. First reasonable offer accepted. L. H. JOHNSON, Orange, N. J.

FOR SALE. — 52-inch full-nickel Standard Columbia. In use one year, and in perfect order. Dust-proof, double, cone adjusting, balls lately added to front wheel. Price, \$85. Address with stamp, C. H. VEEDER, Plattsburg, N. Y.

WANTED. — To exchange, a pair of diamond earrings (value, \$75) for a gentleman's tricycle. Address C. W. B., Lock Box 53, Hudson, N. Y.

FOR SALE. — An office desk. Apply at this office.

WANTED. — A 50-inch bicycle, second-hand. Must be offered very cheap. Address CHAS. E. BASSETO, rear of 447 Western avenue, Lynn, Mass.

WANTED. — To exchange, a gold stem-winding hunting case watch, Egrew & Co., Geneva, makers, for a gentleman's tricycle, or 50 or 52-inch bicycle, former preferred. Address H. B. ROGERS, Yale, Box 105, Hudson, N. Y.

WANTED. — A 52-inch bicycle. Any one having a machine in fair condition to exchange for \$50 cash, please describe the same, and address A. H. Black, Box 807, Boston, Mass.

BICYCLE RACE MEETING

AT THE

Institute Fair Building,

HUNTINGTON AVENUE, BOSTON, MASS.

(Track five laps to the mile.)

THE

Third Grand Race Meeting,

At the above Building, will be held by the Boston Bicycle Club on the afternoon of

Fast Day, 6th of April, 1882.

E. C. HODGES, *Chairman*,
J. S. DEAN, *Sec.*,
FRANK W. WESTON, *Manager*,
COMMITTEE B. B. C.

MISCELLANEOUS.

4-line Addresses in this department, \$6 per year.

ST. LOUIS, MO. — Richard Garvey, agent Pope Manufacturing Company. New and second-hand Bicycles bought and sold, 407 Chestnut street. Write for circular.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

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

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

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

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

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

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

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.

AMERICAN AND ENGLISH Bicycle and Tricycle Repairing, NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER.
28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO. MANUFACTURERS OF BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, 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,

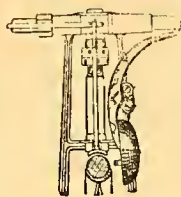
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

WM. FORD & CO. Astley Bicycle and Tricycle Works, WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors up to 50-inch, for..... \$41 00
From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN
or OUT of England.

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.

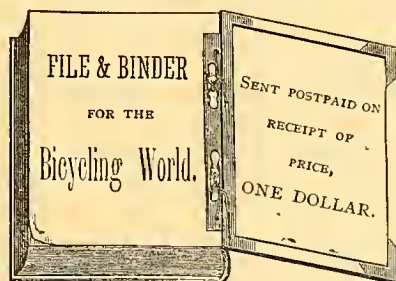
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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.



GOY, the Athletic Outfitter, 21 and 22 Leadenhall Street, and 54 Lime Street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WHEEL PERIODICALS.

THE CYCLIST.—Weekly. Edited by H. W. Sturmev and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, \$1.75. *Cyclist and Bicycling World* for \$3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE.—Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1 00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S
Hand-Book for 1871, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... \$26 50
From 50 to 56 inch..... 29 00

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

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

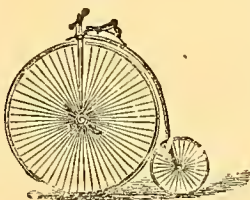
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM \$20 EACH.

PRICE LISTS FREE.

PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - Wolverhampton, England.



LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, CINCINNATI, OHIO.
P. O. Box 466,

COLUMBIA BICYCLES.

[Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"Gentlemen, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and never broke. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it was not — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - 8 PEMBERTON SQUARE, BOSTON.
THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,
Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO.	HILLMAN, HERBERT & COOPER,	LAMPLUGH & BROWN,	WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS,	E. COLE & CO.	JOS. LUCAS & CO.	STARLEY & SUTTON,
WARMAN, LAXON & ASLATT,	JOHN HARRINGTON & CO.	R. LANGTON & CO.	Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.; Hillman, Herbert & Cooper's Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals; Hy. Keat & Sons' Buglets and Slings; Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings; Thompson's Cyclometers; John Harrington's Cradle Springs; Jos. Lucas' Lamps. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.