

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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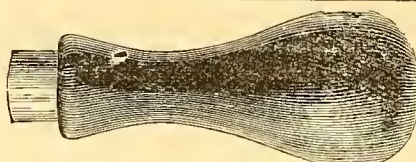
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THE Boston *Sunday Courier*, editorially commenting on the extravagant employment of hacks at the city's expense by members of the common council to convey them home after late evening sessions (the amount one evening aggregating \$139), suggests: If they must ride home after protracted meetings in special conveyances, let the city purchase a sufficient number of bicycles to accommodate each member of the common council. It certainly would be the cheapest thing in the end, when we consider that \$139, were paid for one night's hack hire. We are not sure that the members could ride these steadily at first, especially under certain conditions

which need not be specified, but possibly they could learn to sit straight after a while, and the benefit to their health which would arise from unwonted exercise would abundantly compensate for temporary discomfort. Let the bicycles be tried by all means.

NOTES, QUERIES, ETC.

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

Answers to Correspondents.

MOLLY, Washington, D. C.—Thank you for programme of forthcoming races. We do not publish your communication in full, because, as you will perceive, another correspondent has covered the same ground.

C. W., Baltimore.—The Boston Bicycle Club racing rules differ only in one slight particular, we believe, from the Wolverhampton rules.

W. E. M., Philadelphia.—Thank you for letter and reprint; but have received cuttings from other sources, and publish as much as we have room for this week. Will give it further attention next.

A. G. C., Canandaigua, N. Y.—Your addendum to the Rochester exhibition, about the supper, arrived too late to tack on.

G. N. O., Philadelphia.—Your several communications at hand. Thanks.

C. L. C., Boston B. Club.—Communication will be used. Thank you.

C. P. S., Newberne, N. C.—Glad to hear from you, but your article was too late for this issue.

IXION.—Next week, if nothing breaks.

"ONE OF THEM," San Francisco.—Club run report received, but crowded out this week.

A. B. C., Aylmer, Ont.—We know of no bicycle drill manual; but Capt. F. B. Carpenter, 13 Central street, Boston, of the Crescent Bicycle Club, can probably post you in all that is necessary.

KOL KRON.—Too late. Next week.

C. J. W., Hackensack, N. J.—J. F. A., Haverhill, Mass.—F. C. H., Scranton, Pa.—Scribe, Manchester, N. H.—Received too late for this week.

Editor *Bicycling World*:—Will you kindly inform me through the columns of the *World* what are the best records for all distances, without hands, both English and American; also, when, where, and by whom made? "SIXTY."

[Such things do not get place on official records. They are in the nature of tricks or notable events. We have no statistics of contests of this kind.—EDITOR.]

BOOKS AND PAGES

ST. NICHOLAS for May is an unusually handsome issue, even for this handsome magazine for young folk. Besides the many shorter and simpler stories for the very little ones, it contains several that not only the youth in teens, but the older readers also will read with pleasure and profit. Mrs. Clement contributes her eighth paper on "Art and Artists," giving sketches of Andrea del Sarto and Correggio, with portraits of each, and magnificent reproductions of several of the latter's most famous paintings. "The Origin of Dantzig" and the continuation of Baldwin's "Northern Myths" are so startlingly romantic and so spiritedly illustrated as to be almost sensational in character, but they are very fascinating. Celia Thaxter has put a new and charming dress on the old story of King Midas, besides giving us two timely and pretty little poems on "April and May." Merry Mapes Dodge continues "Donald and Dorothy," Sophie Sweet tells "Why the Clock struck One," and Charles Barnard gives an account of "The New Light"—electric; but probably to many of the younger readers ("not too young, but—"?) Charles L. Brace's paper on "Wolf-Reared Children" will prove most interesting and give a more lasting impression, because the story is as true as it is strange. Many of the pictures in this number are remarkably fine, especially the reproductions from the steel plates after Correggio; and the frontispiece is a handsome head after a painting by Greuze.

OUR LITTLE ONES.—The May number of this entertaining little magazine for the nursery is full as bright and sparkling as any of its predecessors, in prose, verses, and pictures all. "Rock-a-bye, Baby," "The Blind Basket Maker," "Charlie's Ride in the Park," "What Happened to Dolly Dingle," "Freddie's Baggage," "What Teddy Did," "Madam Sparrow's First Nest," "Making Maple Sugar," and "Picking Grapes" are among the best of the many good things in it, and the faces of "our little ones" will receive additional brightness and sparkle in listening while the stories are being read to them. The Russell Publishing Co., Boston.



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

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

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Richard Garvey, 407 Chestnut St., St. Louis.

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 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 5 MAY, 1882.

"WANTED — BICYCLES."

IN the correspondence department of the BICYCLING WORLD of 21 April last, we published a communication under the above caption, referring, in a general way, to the inadequacy of supply to the present demand of experienced bicyclers for first-class machines. The communication was on its face addressed to or at no dealer or manufacturer in particular, but simply expressed one person's discontent with the present condition of things. No one manufacturer, importer, or dealer could more than *infer* that it meant him; and it being strictly in accordance with the conditions imposed upon communications admitted to the department in which it appeared, — namely, "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," — we published it "without comment or disclaimer." Responses from the opposite point of view, whether from interested dealers or disinterested wheelmen, couched in equally impersonal language and otherwise conforming to the foregoing conditions, would as readily have been published. Only one response, however, has been elicited, and this from a firm which chooses to assume that the article refers to it alone; and as "in our judgment" it was too palpably and strongly a business advertisement, we declined to publish it under the head of general bicycling correspondence. Besides, as the article, directly in the face of our announced conditions of publication (which we respectfully ask all correspondents to study, before either sending us communications or criticising those published), assumed by both implication and direct assertion impropriety on our part in publishing the previous communication, and that we indorsed thereby its expressed opinions, we exercised our privilege of rejecting it on account of "objectionable phraseology." In conclusion we reiterate, what we have often endeavored to impress upon our readers, that this journal is published in the general interests of bicycling, and not in the special interests of manufacturers and dealers; and while we are properly grateful for the business patronage of the trade, and think this gratitude should be reciprocal, we at the same time wish it distinctly understood that we consider the general interests of bicycle riders and practical bicycling as of the first importance in the intention and object of the establishment of the BICYCLING WORLD.

We clip the following paragraph from *Turf, Field and Farm*: —

"The Staten Island Athletic Club, which is an amateur association entirely, has decided to give its prizes this season in the form of orders on sporting goods houses, so that if a lawn-tennis player, a cricketer, or a ball player wins a race or any athletic contest, he can choose a handsome racket or cricket bat for his prize, or a neat field outfit instead of a medal, which would be of little use to him. Medals, it was considered, are for professionals, who can wear them, but are seldom worn by amateur athletes."

We commend this to the attention of our amateurs who are so anxious to keep

their palms clean of the remotest suspicion of receiving financial remuneration for racing. What does it matter, morally viewing it, whether the winner receives an order for \$50 indorsed by Uncle Sam, or an order for \$50 worth of clothes indorsed by G. W. Simmons & Son, of Oak Hall? Medals and glory for professionals, and needed wearing apparel and "taffy" for amateurs! The parquette was once the pit.

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.]

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.

MARIETTA BI. CLUB. — On Monday night, 3d April, a bicycle club was organized in Marietta, Ga., with the following officers: A. C. Heggie, president; A. M. Dobbs, secretary and treasurer; C. E. Cadwell, captain; Charles Fryer, junior captain. We understand quite a number of young men expect to get wheels and join the Marietta Bicycle Club, which is the only bicycle club in the State.

OMAHA BI. CLUB. — At the annual meeting of the Omaha Bicycle Club, 15 April, the following officers were elected for the ensuing year: J. E. Wilbur, president; John Carrier, captain; Geo. Paterson, secretary and treasurer. All active members are now required to be also members of the League. Color of uniform adopted: gray, with navy-blue stockings and shirt and light helmet, to be ordered and paid for from club funds. Machines: two Humbers, two Special Columbias, two D. H. F. Premiers, and the rest Standard Columbias. One member has ordered a Sociable tricycle. Several new machines are expected soon, and altogether we anticipate a very active and most enjoyable season. We shall send three and probably five members to the Meet in Chicago. P.

EURUS BI. CLUB. — The wheelmen of Gardner and vicinity met Friday evening, 21 April, and organized the Eurus Bicycle Club, with the following board of officers: President and captain, Lewis C.

Travers; vice-president and sub-captain, George H. Spaulding; secretary and treasurer, Milo H. Gates. The other members are Albert E. Kendall and J. L. Cowes. The secretary's address is Box 240, South Gardner, Mass.

CONNECTICUT BI. CLUB.—At a meeting of Hartford wheelmen held to-day, a new club was formed, called the Connecticut Bicycle Club. Officers for the ensuing year were elected: President, T. Sedgwick Steele; secretary and treasurer, Elmer M. White; captain, Clark Lawrence; first lieutenant, Henry A. Redfield; second lieutenant, Louis Hitchcock; committee, T. Belknap Beach and Arthur H. Eddy. The following uniform was adopted: Dark olive-green cap, coat, breeches, and stockings; the cap to have the club initials in gold braid worked on front; the coat button high in the neck and has rolling collar, inside of which is worn standing celluloid collar. The club starts out with a good membership, having the majority of members from the two old clubs, the Hartford Wheel and Hartford Bicycle Club.

HARTFORD.

HARTFORD, CONN., 22 April, 1882.

AYLMER BI. CLUB.—At the annual meeting of the Aylmer Bicycle Club the following officers were elected for the ensuing year: President, Dr. Chas. W. Clark; captain, Perry E. Doolittle; first lieutenant, John B. Ogilvie; second lieutenant, S. L. Doolittle; third lieutenant, Dr. M. L. High; secretary and treasurer, Ernest Clark. Other members are J. D. McDiarmid, D. H. Price, W. Walsh, S. Mann, I. Durdle, W. Chambers, E. Karn, and A. E. Wallace, with a prospect of several new members soon.

AYLMER, ONT., 27 April, 1882.

METEOR BI. CLUB.—A club has been organized here, named the Meteor Bicycle Club, comprising eleven members and the following officers: President, Frank D. Black; secretary and treasurer, George K. Root; captain, Charles D. Standish. At a meeting Tuesday evening, the following uniform was adopted: White flannel coat and knee-breeches; blue shirt and stockings, and jockey cap of white and blue. It was decided to hold club runs twice weekly, and most of the members will probably attend the L. A. W.

CAPTAIN.

DETROIT, MICH., 29 April, 1882.

MT. PLEASANT BI. CLUB.—At a meeting of the Mount Pleasant Bicycle Club held Friday evening, 28 April, only six of the old members answered to the roll. The club organized for this season under the name of the Mount Pleasant Bicycle Club. Members as follows: Officers—P. H. Haydon, captain; J. T. Valentine, sub-captain; F. H. Chapman, secretary; Charles H. Haldeman, bugler. Other members are: Fred. S. Gardner, Charles N. Lloyd, G. S. Sayre, G. B. Adams, L. A. Hammond. Charles H. Haldeman, G. B. Adams, and L. A. Hammond are

the only new members, but others are expected to join. The uniform is seal-brown corduroy, polo cap, with initials of club. Messrs. Valentine and Haydon took a ride on their silent steeds from Sing Sing to Peekskill on Wednesday, the 26th. The roads were miserable: sand about four inches deep, and several very steep hills. They were four hours on the road, and after a great number of tumbles and headers they reached Peekskill played out. After repairing their machines somewhat, they took several very pleasant coasts down hill to the depot. They advise all riders not to try the post-road between these places.

F. H. CHAPMAN, *Sec.*

MT. PLEASANT ACADEMY,
SING SING, N. Y., May 1, 1882.

RACES

Coming Events.

6 May. Stenton, Pa. Germantown Bicycling Club Race Meeting. F. S. Harris, 718 Arch street, Philadelphia. Fee, fifty cents. Entries close 4 May.

6 May. Manhattan Athletic grounds. One-mile handicap bicycle race, C. H. Davison, 3 East 72d street, New York.

13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3101, New York.

13 May. Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

13 May. Inter-scholastic athletic games. Two-mile bicycle race on the Manhattan A. C. grounds. E. W. S. Johnson, 706 Lexington avenue, New York.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.

LOUISVILLE, 22 APRIL, 1882.—The Louisville *Commercial* gives a report of the races held in that city on 22 April, according to which William Francke, of Louisville, won first in the twenty-mile race between St. Louis and the former city, in the record breaking time of 1h. 14m. 30s. As usual in the western races there was considerable fouling and falling and remounting and overtaking. The other contestants were Orville Anderson of Louisville and Messrs. Stone and Young of St. Louis, but we are unable to make out from the report who got second place. The track is, we believe, eight laps to the mile, and has several inconvenient posts arranged at intervals; and if the measure is accurate, the time made, considering the collisions and consequent loss, is rather remarkable. A two-mile race for boys under fifteen years of age was easily won by Horace Middleton in 8m. 10s., his only competitor, Louis Francke, becoming disabled by cramps. A free-for-all five-mile race was contested by George Francke, Henry Haupt and C. R. Coates. Francke got a fall down and fell out, and Haupt got first place on the fifth mile, and easily won in 18.33.

BOSTON, 29 APRIL, 1882.—The races under the auspices of John S. Prince drew about a thousand spectators to the Institute Fair building, and the exhibition proved very successful, although the times made were not generally as

good as those of the previous recent races. The first event comprised the trial heats for the one-mile handicap; J. S. Dean of the Boston Club at forty yards, and J. A. R. Underwood of the Roxbury Club at scratch, starting first. This was a fine race, Dean leading the first four laps; but on the fifth, Underwood spurted handsomely to the front and came home winner in 3m. 4s., Dean's time being 3m. 1s. A. D. Claffin of the Massachusetts Club at forty yards, and S. S. Mott, Dayton (Ohio) Club at sixty yards, competed in the second heat, the latter leading for three laps when Claffin took first place, and won the heat in 2m. 58s., Mott scoring 3m. 3s. The third trial heat was run by H. D. Corey of the Meteor Club, Boston, at eighty yards, and—Colman of East Boston at one hundred yards. The latter kept his lead for four laps, with Corey riding easily behind him; but on the fifth the Meteor shot to the front and won in 2m. 59s., Colman stopping the timer at 3m. 4s. The second event was the professional ten-mile straightaway for \$400 and the championship of America. Both the men appeared to be in excellent condition, although Rollinson still complained of feeling the effects of his foot sprain received at Montreal recently. This race has been so long threatened and so much talked of that considerable interest was felt in the result, by wheelmen especially; but although during its progress the spectators manifested their appreciation of the struggle, and often evinced enthusiasm as now one and now the other took the lead about every two or three laps, yet to those most familiar with scenes on the race track it was evident that the struggle, at least on Prince's part, was anything but earnest, he having the result in his own hands all the time. The race needs no description, the men simply alternating positions at short intervals until, entering the second lap of the last mile, Prince took and retained the lead to the finish, the timer stopping at 34m. 27s., Rollinson scoring 34m. 29s.

SUMMARY.

PRINCE.	ROLLINSON.
1. 3:10½	3:20
2. 6:44½	6:44½
3. 10:10½	10:10½
4. 13:38½	13:39
5. 17:05	17:04½
6. 20:32½	20:32½
7. 24:03½	24:04
8. 27:31½	27:31½
9. 31:01	31:01½
10. 34:27½	34:29½

The third event was a slow race of 100 yards, Messrs. Turner, Brown, Newcomb, and Howard competing; but all except the latter got dismounted at two rods, and Howard rode to the finish alone.

The fourth and most interesting event of all was the five-mile straightaway between Dean, Underwood, Claffin, Corey, and J. C. Garrod, the latter starting merely to complete his entry, and withdrawing after one lap. The contestants got off in good style, and for four miles kept well together in the following order: Claffin,

Dean, Corey, Underwood. On the first lap of the fifth mile Underwood spurred rapidly to the front amid loud cheers, and on the second lap Corey passed to second place, and Dean to third, leaving Clafin at the rear. On the third lap, by another brilliant spurt Corey passed Underwood, taking first place, and in this order they entered on the fifth and last lap. The spectators were now wild with excitement, which grew to a perfect storm of cheers and shouts as the men neared the finish. As they came in view from the judges' stand, it was seen that Underwood had again taken the lead, and each of the others was making desperate effort to pass his immediate leader and all dangerously close to the outer side of the track. Underwood and Corey passed safely over the scratch; but within three yards or less of it Clafin's wheel took Dean's rear, and both men were piled on the floor directly across the line, neither receiving serious injury, although Dean got a bad cut over the left eyebrow, and Clafin was too much bruised to compete in the final heat of the mile handicap.

SUMMARY FIVE-MILE RACE.

UNDERWOOD.	COREY.	DEAN.	CLAFIN.
1. 3.36	3.35	3.35	3.35
2. 7.01	7.00	7.00	7.00
3. 10.31	10.30	10.30	10.30
4. 14.03	14.02	14.02	14.02
5. 17.01	17.02	17.03	17.03

The fifth event was a five-mile race for a purse of \$100 between Mlle. Louise Armaindo and Miss Ida Blackwell, the latter being allowed three hundred and fifty-two yards (one lap) start. Except the exhibition of easy and graceful riding by Armaindo, this contest was wholly void of interest, Blackwell being merely a foil for the other. Mlle. Armaindo's time was 19m. 50 $\frac{1}{2}$ s.; Miss Blackwell's 21m. 15 $\frac{1}{2}$ s. for four miles and three laps. Miss Armaindo's mile times were: 3.52 $\frac{1}{2}$; 7.49 $\frac{1}{2}$; 11.49 $\frac{1}{2}$; 15.49 $\frac{1}{2}$; 19.50 $\frac{1}{2}$. Her first mile was the fastest yet made by a woman.

The sixth and last event was the final heat of the one-mile handicap by the winners in the trial heats, and the second man in the fastest heat. These should have been Underwood, Clafin, Corey, and Mott; but Clafin, disabled by his fall, did not start. The race proved an interesting and exciting one, although it was evident that Corey's 80 yards and Mott's 60 yards was too heavy a handicap for Underwood at scratch, as he failed to come near his opponents at any time. Corey led the first three laps, when he changed positions with Mott, but on the fifth again came to the front and finished a winner in 2m. 56 $\frac{1}{2}$ s., Mott second in 2m. 59 $\frac{1}{2}$ s., and Underwood in 3m. 7s.

The officers of the events were: Judges, E. C. Hodges, Boston Bicycle Club, F. B. Carpenter, Crescent Bicycle Club, C. E. Pratt, Boston Bicycle Club; referee, W. E. Gilman, Chelsea Bicycle Club; handicapper, J. S. Prince; starter, F. W. Weston, Boston Bicycle Club; clerks of the course, C. L. Clark and C.

Barrows, Boston Bicycle Club, and E. Norton, Harvard Bicycle Club; time-keepers, A. L. Easterbrook, Boston Bicycle Club, C. A. Walker, Jr., American Watch Company, R. P. Ahl, Massachusetts Bicycle Club. The prizes in the amateur events were gold and silver L. A. W. badges.

CHELSEA, MASS., 29 APRIL, 1882. — The Chelsea Bicycle Club held a hill-climbing contest on this date, the essay being to ride in the shortest time to the summit of Mt. Bellingham, about opposite the residence of Hon. Rufus S. Frost, on Bellingham street, starting from its intersection with Shurtleff street, a distance of about 1,060 feet with an average rise of one foot in fourteen, and about three hundred feet of the finish having a rise of thirty feet, or one in ten. There were eight competitors, as follows: George C. Bosson, Horace J. Phipps, Henry W. Turner, Arthur E. Rouse, J. Herman Eustis, Chas. H. Fowler, Wendell P. Yerrinton, S. Baxter Hinckley. The men were put in three groups, the first starting at four o'clock P. M. exactly, and comprising Bosson, Rouse, and Fowler, all three completing the ascent in that order. Times, 1m. 10 $\frac{1}{2}$ s.; 1m. 23s.; 1m. 35s. The second group comprised Phipps, Eustis, and Yerrinton, the latter getting dismounted and the others completing the ascent in 1m. 12s. and 1m. 25s., respectively. Turner and Hinckley formed the final group, but the latter got dismounted early and Turner finished in 1m. 16s. Turner is reputed the most accomplished rider in the club, and it was considered almost a foregone conclusion that he would win; but he and Yerrinton had the poorest mounts in the contest, being old style cone-bearing machines. The prize won by Bosson was a silver L. A. W. badge and the hill-climbing championship of the club. The judges and timers were Abbot Bassett and Francis W. Whiting. The contest was witnessed by about 2,000 people, and as the residences of many of the most prominent and fashionable families in Chelsea reside on Bellingham street, the windows, doorways, and steps were thronged with ladies, friends of many of the competitors; and the whole affair proved a most attractive and successful exhibition.

R. HOWELL of Wolverhampton won the one-mile professional championship, at Molineux grounds, Wolverhampton, 10 April, by fifteen yards; John Keen second. Time, 2m. 52 $\frac{1}{2}$ s. Howell received £20; Keen, £10.

THE 25-MILE race at the Leicestershire cricket ground, run on the 10th ult., for the professional championship of England, was won by F. Wood of Leicester, in 1h. 29m. 25s., Garrard of Uxbridge second, H. O. Duncan of Middlesex third, F. J. Lees of Sheffield fourth, and Edlin of Leicester and Higham of Nottingham fifth and sixth, respectively, and all coming in pretty well together. The 100-mile

championship was run on the following Monday at the same place, there being fourteen competitors, including those in the previous race, and G. W. Waller (100 miles and long-distance champion of the world) of Newcastle, A. Derkinderen (the "Flying Dutchman") of Coventry, J. W. Lamb of Newcastle, A. Evans of Southsea, R. James of Birmingham, J. F. Bone of Sheffield, J. Mac of Birmingham, and P. Kaye of Wolverhampton. Lees came in winner in 6h. 49m. 20s.; Wood second in 6h. 59m. 8s. In addition to the title of champion the winner receives £25, the second and third £7 and £4 respectively, and those covering 80 miles £2 each, Waller (60 miles) and James (35) being the only ones failing to make the minimum.

Editor Bicycling World: — At the benefit tendered Elsa Von Blumen, at Recreation Park, Wednesday, she ran against the trotting horse Seth T. Bane, and won two heats out of three, she running three quarters of a mile to a mile for the horse, her time 2.57, 3.01, and 3.04. A medal was contested for by members of the clubs here in a three-quarters mile race, and won by H. M. Snow over six competitors. DANA.

DETROIT, MICH., 27 April, 1882.

CAPT. MILLER of the Chicago Club is the originator of a new feature in bicycle racing this season. Each rider will stop at hurdles and lift his machine over. He will have a finish of a quarter of a mile to make a burst of speed. These races will be tried for the first time in this country during the League Meet.

THE fastest time for 100 miles (6h. 37m 51s.) was made by Arthur Bills. at the Molineux Grounds, Wolverhampton, 26 April, 1880. — *Turf, Field and Farm.* This is the fastest out-door record. On an asphalt track, under cover, however, G. W. Waller made 100 miles in 5h. 51m. 7s., on 7 May, 1880, at Waverley Market, Edinburgh.

At this year's championship meeting of the N. A. A. A. there is to be bicycle race, five miles, and at the recent meeting of the executive committee the following resolution was adopted: "Bicyclists who have been or shall be disqualified by the League of American Wheelmen will not be allowed to compete at the championship meeting, or at games given by any of the associate clubs."

Philadelphia.

BICYCLING IN FAIRMOUNT PARK. — HORSE VS. BICYCLE AGAIN. — A Philadelphia correspondent sends us the following newspaper cuttings, which we republish here, because they are of especial interest and importance to bicyclers everywhere. Our correspondent says they have created quite a stir in bicycle circles there, and adds that the wheelmen think the superintendent's and captain's reports will do them more good than harm: —

(Philadelphia Ledger, 22 April.)

THE subject of bicycle riding in Fairmount Park having some time ago been reported upon by the committee on police and superintendence to the Park Commission, with a recommendation that it be permitted under certain restrictions, was on motion referred back to the committee, with instructions to remove all restrictions against bicycle riding. This free use of the park has been in force since 12 November, 1881, and has, it is said, been looked upon as an experiment by the committee. The following papers will be submitted to the commission at the monthly meeting of May, and at the next meeting of the committee it will probably be decided whether they will be accompanied by a recommendation of any kind:—

FAIRMOUNT PARK, 10 April, 1882—Gustavus Remak, Esq., Chairman of Committee on Superintendence and Police: *Dear Sir*,—I regret to have to report that experience has demonstrated to me the fact that it is a dangerous privilege to permit bicycles on the drives in the park, and I very much fear that unless the order heretofore given about this matter is revoked, accidents attended with loss of life will be the consequence. During the recent fine weather there has been a heavy drive in the afternoons, and numerous bicycles have also been out in the park. A number of horses have been frightened at the sight of the machines, and in several instances the most serious consequences have very nearly happened. Saturday afternoon a horse became frightened at a bicycle opposite the East Park Reservoir, and ran up the side of the bank bordering the reservoir with the carriage. Had he gone a step farther the carriage would have upset, and its occupants would have been either killed or have suffered serious injury. Sunday afternoon two horses in the West Park became frightened at bicycles, and were restrained with difficulty. Horses do not seem to become accustomed to them as was thought would be the case; but after having been once frightened, their fear seems to be intensified rather than diminished the next time they see them. I formerly thought that horses would not seriously frighten at bicycles, but careful observation during the past month has induced me to consider this question differently. In Fairmount Park there are daily large numbers of strange horses, and many people drive in the park who are unaccustomed to the handling of horses. Should a horse driven by such a person become frightened, it is difficult to predict the extent of the damage that would result; serious loss of life might be the consequence. I submit statements bearing upon this important subject from the park guard, the members of this corps having an unusual opportunity to observe the effect of bicycles on horses. I present this subject for the reconsideration of the committee, as I understand that the general privileges recently granted were princi-

pally in the nature of an experiment, and can be revoked by the committee if, in their judgment, there is good cause for so doing for the public good.

Respectfully submitted,

RUSSELL THAYER, *Supt.*

Capt. Chateau's letter on the subject reads as follows:—

FAIRMOUNT PARK, April 12, 1882.—Gen. Russell Thayer: *Dear Sir*,—Herewith please find the reports, as requested, relative to bicycles. In consequence of a painful injury received in 1880, I was unable to ride much last summer. I had frequent opportunities to notice bicycles, however, and my opinion is that they are equally dangerous on drive and foot-path. A few gentlemen use the wheel for exercise and recreation. If the majority of the riders were compelled to wear citizens' clothing, and assigned to one particular locality, I believe the whole thing would fizzle out. The fancy dress and a desire to show off the costliest wheel cause very many to "hard work," for the sake of display. Few or no bicycles appear on the Wisahickon drive, consequently the officers there have no report to make.

Very respectfully,

LOUIS M. CHATEAU, *Capt. Guard.*

Reports are attached from thirty-seven guards, thirty-two of whom have seen horses "shy or frighten" at bicycles, and five have not witnessed such occurrences.

(Philadelphia Times, 23 April.)

SPEAKING yesterday of the letters from Supt. Thayer of Fairmount Park, and Capt. Chateau of the Park Guard, informing Mr. Remak, chairman of the Park Commission's committee on superintendence and police, that experience had proven unmistakably that bicycle riding in the park scared horses and was a constant source of danger, H. B. Hart, manager of the bicycle school in Horticultural Hall, and a member of the Philadelphia Bicycle Club, said: "Mr. Thayer's complaints are entirely a personal character. The accident which he mentions as having happened near the East Park Reservoir occurred to himself, and in consequence he has become prejudiced against the machines. Shortly after the accident, he wrote to me and said that he had a horse which shied whenever it saw bicycles, and he would be glad if I would try and get the animal accustomed to them. Now, it is our rule whenever we hear of such a case to go, and as it were break the horses in, and we never quit them till they have become perfectly used to see us flash by on our iron steeds. If we hear of a case, however indirectly, we set out and find it, and rarely have much trouble in familiarizing the animal with the bicycles. I therefore set out with two friends to tackle Mr. Thayer's horse, and in less than half an hour we had tamed him. We could shoot across in front of his head within a few inches of him without causing him to shy, and in fact I went so close several times that I thought his foot would catch

in the spokes. In the face of this, Mr. Thayer can hardly say with perfect correctness that 'horses do not become accustomed to bicycles.'" His other statements are very vague, and amount to this: "*That if it had fallen out that something had occurred, another thing might have happened.*" If an accident happens in the park and there is a bicycle in sight, it is all blamed on the unfortunate bicycle. With regard to Commissioner Baldwin's accident, it is very doubtful if a bicycle had anything to do with it. The fact was that two bicycles were leaning against an adjacent tree, and as usual they were made the scapegoats. There are reports from thirty-seven guards who have seen horses "shy or frighten" at bicycles, but I will give you an instance of what might have been ascribed to the machines if one of the guards had not been smart enough to find out the real cause. A gentleman was driving some horses in the park, when one of the wheels passing over a twig caused a slight snap, which made one of the horses shy. As there happened to be a bicycle within a radius of a few miles, of course the gentleman reported that his horse had been frightened by it. The guard, however, saw what was the real cause, but as the gentleman was incredulous he got him to again drive over the twig, and the snap and fright were repeated; this was convincing. Now, if the guard had not happened to have had his eyes open, the affair would have been reported as another instance of the danger attending the presence of bicycles in the park. Probably nearly all the instances reported are equally important."

T. K. Longstreth, who has been president of the Philadelphia Bicycling Club since its formation, said: "It is another instance of the prejudices which always exist against anything new. A horse in the park is much more likely to be scared than when he is going along in the street. A horse will shy at a newspaper, but that is no argument for the abolition of the press. A baby carriage or a man running will also startle him very frequently, but no one talks of extinguishing baby carriages. The truth is that accidents caused by horses becoming frightened by bicycles are very rare; and although I sympathize very much with Mr. Thayer for the fright he sustained a few days ago, I do not think it ought to cause our exclusion from the park. I have ridden over three thousand miles in my time, and I don't remember a single occasion on which my machine terrified a horse. All the members of the club will tell you that accidents caused by the bicycles are almost unknown. Mr. Thayer and Mr. Chateau have an unaccountable prejudice against bicycles, but public opinion is in our favor and will protest against our exclusion from the park. Some people don't like them because they can't ride, but I don't wish you to state that I insinuate that the reason these gentlemen hate them is because

they have tried to ride and got nothing but smashed hats and bruised bones."

[*Philadelphia Inquirer*, 24 April.]

To the Editor of the *Inquirer*:—Will you kindly permit me a little space in your valuable paper to say a word or two regarding the bicycle in our park? In one of our morning journals appear to-day two letters on this subject; one from Gen. Thayer, superintendent of the park, to Gustavus Remak, chairman of the committee on superintendence and police; the other from Capt. Chasteau to Gen. Thayer, the superintendent. The general asked the captain to make him a report on the subject, so he might make a report to the chairman, Mr. Remak. Somehow the general gets his report made up two days before the captain sends him his report, the letter of Gen. Thayer being dated 10 April, while that of the captain is dated 12 April. This strikes me as rather odd, and why these letters should be published before they have been submitted to the chairman, to whom they are addressed, I don't quite understand. Perhaps this will be explained when the committee meet next May.

Now, as to the letter of Gen. Thayer: he says in his report, "I very much fear that unless the order heretofore given about this matter is revoked, accidents attended with loss of life will be the consequence." You will observe, accidents may happen. A little farther on in his report, he says, "The most serious consequences have very nearly happened"; and a little farther on in his report he tells us, "Saturday afternoon a horse became frightened and ran up the side of a bank; had he gone a step farther, the carriage would have upset, and its occupants would have been either killed or have suffered serious injury." In the next paragraph he adds, "Two horses become frightened Sunday afternoon in the West Park, and were restrained with difficulty." I will not make any comment here, but leave your readers to do so. From the foregoing, the general comes to the conclusion that unless the bicycle rider can keep a horse he must be kept out of the park, or come on foot. He also says, "Horses do not seem to become accustomed to them [*i. e.*, bicycles], as was thought would be the case; but after having been once frightened, their fear seems to be intensified rather than diminished the next time they see them." The horses in England, where about 150,000 bicycles are constantly being used, disprove this statement. We need not go to England to disprove this assertion. Many of our readers have seen bicycles, in tens and twenties, on Pennsylvania avenue, Washington, wending their way in and out among the horses on that beautiful avenue, the horses there paying no more attention to them than to a person on the sidewalk. It is the same way in other cities where the bicycle is ridden, and the streets are fit to ride on. He brings his communication to an end by enclosing the reports

which, by the way, he receives two days later, adding, "I present this subject for the consideration of the committee, as I understand that the general privileges recently granted were principally in the nature of an experiment, and can be revoked by the committee, if in their judgment there is good cause for so doing for the public good." This clause, explaining to the committee their duty in the matter, although, to put it mildly, "a little gratuitous," is the only thing I cannot take exception to.

In the letter of Capt. Chasteau I find this statement: "If the majority of the riders were compelled to wear citizens' clothing and assigned to one particular locality, I believe the whole thing would fizzle out. The fancy dress, and a desire to show off the costliest wheel, cause very many to 'hard work,' for the sake of display." I consider this a most uncalled-for insult to the gentlemen bicycle riders not soon to be forgotten. I had thought Capt. Chasteau was too much of a gentleman to do such a thing of his own choice, or at the request of any one else. Besides all this, one would suppose that a servant of the people would have reflected on the consequences before he would have been willing to put such an insult on so large a portion of the public as the bicycle riders and their friends. Some of us get wiser as we grow older. I will not here present the claims of the bicycle rider, who pays his proportion of the taxes to keep the public pleasure grounds; that has already been done during the past three years, the length of time I have been riding the wheel. The only difference I know of in the dress of the bicyclist and citizen is that the bicyclist wears knee-breeches; and the costliness of bicycles is much on the same principle as the carriage,—regulated according to the owner's purse. Gen. Thayer and Capt. Chasteau have made a great mistake in their unwarrantable attack on the bicyclist, which time will make manifest. I fear I have already taken up too much space.

A. Y. R.

22 APRIL, 1882.

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.]

Washington.

Editor *Bicycling World*:—Though there is always something of more or less interest going on among the bike boys of this "burgh," a fear of inflicting a Washington letter upon you too frequently has kept me quiet lately. However, I don't know that the majority of your readers will find it more painful to hear from this section than from some other, and I hope you will agree with me.

Last Sunday the Capital Club received a highly enjoyable visit from a dozen of the Maryland Club, of Baltimore, headed by Capt. Al Trego. This club, though

organized less than two months ago, is unusually well mounted and handsomely uniformed, if the whole club can be judged from the half that came over. The morning was spent in city riding, but the feature of the day was the afternoon run through the Soldiers' Home Park, which is a mile or so beyond the city limits. The party consisted of about forty and made a fine show, as the uniform of both clubs is almost identical. No party of bikers ever enjoyed the well-kept roads and beautiful vistas of the "Home" more than did this. The long, winding "coast" of nearly a mile down to the Glenwood Gate, with a strong wind blowing down the grade, was the biggest thing of the run, and to give an idea of the terrific rate of speed attained by some of the wheels would lay cold the adjectives of a circus advertisement. More than one hair stood on end. Another phase of the run was some rather energetic hill climbing which somewhat surprised the visitors; and judging from the dismounts, there were not a few in the crowd who advocate the humane principle that "a merciful man is merciful to his beast." ... A few evenings ago, in connection with a promenade concert, the celebrated Rex Smith of the Capital Club gave a superb exhibition of fancy riding at the Rink. For half an hour the large and fashionable audience was held spell-bound by a series of feats not only wonderful in themselves, but performed with a grace and ease which seemed to please almost as well as the feats themselves. His one-wheel riding is excellent. It is done at a lively speed, with a steady course the whole length of the rink, and the rear wheel is well up from the ground. He really has the one-wheel business down fine, and caps the climax by doing it with hands behind him. His handkerchief trick, in which he dismounts, lets go the machine, picks up a handkerchief, chases the machine, and vaults in the saddle, is done with certainty and bewildering rapidity. Another of his best tricks is the "See-Saw," which may be thus described: A board six feet long and less than a foot wide is balanced over a box six inches high. He rides against one end of the board, which of course tips down, and he then rides up the incline and down the other side. This trick was repeated with a higher box. ... The Capital Bicycle Club annual races to take place Saturday, 13 May, bid fair to surpass the successes of previous years. The experience the club has had in giving public exhibitions, the additions to the racing ranks, and the lively committees insure a big time. ... For the information of visiting wheelmen, who are always welcome, the Capital Club wishes it remembered that its headquarters are in the LeDroit Building, opposite the Patent Office and the General Post-Office buildings. C. G.

WASHINGTON, D. C., 22 April, 1882.

SAN FRANCISCO NOTES.—The San Francisco Bicycle Club took its first run of the season on the 16th ult.; about

thirty riders, including several non-members, under Capt Butler, wheeling to San Mateo, and visiting the residences of several prominent gentlemen of that place, by whom they were generously entertained. . . . The extensive privileges in the Golden Gate Park which have been granted within the past few days to our local club wheelmen have been highly appreciated, judging from the number of wheelmen who embrace the opportunity of riding there during the hours and on the roads allowed them. . . . The following notice has been posted at all the gates of the Presidio Reservation: "The members of the San Francisco Bicycle Club are permitted to ride their bicycles on the Presidio roads at all hours of the day and all days of the week, on the following conditions: That they expose their club badge when on the Reservation. That when passing vehicles, or persons on horseback, they move slowly and take the outside of the road; and if passing where the road is a causeway or narrow, and at all culverts, and when they see horses are disposed to frighten, particularly if the carriage contains women or children, they dismount. The artillery drill ground, east of the Post, is open on Sunday mornings to the club for the purpose of drilling. By order Major-Gen. McDowell; J. C. Kelton, Col., A. A. G." . . . The cinder track of the University at Berkeley is nearing completion. †

DR. B. W. RICHARDSON has been publishing his views on the popular recreation of tricycling in its relation to health. The result of his investigations is that in his opinion the tricycle can be safely used by all classes of the community, and that for those in particular who are inclined to corpulency it possesses certain decided advantages, since the weight of the body is taken off the extremities, and muscles of respiration are not oppressed. Stiffness of limb even is not to be accepted as an obstacle, the doctor bringing forward in illustration the case of a friend who was so rigid in muscle and joint that he could scarcely get into the machine, but who, after a few weeks' practice, could average his five to six miles an hour for five hours a day, and thought nothing of it. Violent exercise, however, is not recommended, nor running down steep hills at what is termed a "rattling pace," nor is the machine pronounced suitable for those who suffer from giddiness or a sense of fullness in the head. It would appear from Dr. Richardson's careful analysis that tricycling has no tendency whatever to produce, as some have been inclined to think, the affection known as "hernia," although if that disease is already established in the system this mode of locomotion is certainly unfavorable to it, and those who suffer from it ought to be moderate in the exercise. At the same time, for busy men seeking change of thought and scene, the doctor has come to the conclusion that there is everything in a good tricycle to give them what they need. He

will not allow that it is equal to riding on horseback; but stating the result of his own experience, he pronounces it to be "a new pleasure altogether" to feel that by natural strength, skill, and a few weeks' training, one can, independently of any extraneous aid, clear twenty-five or thirty miles a day without undue fatigue. That tricycling should not be recommended to persons who are excessively nervous, or what the doctor terms "of uncertain mind," is just what might be expected. The anxiety attendant on the exercise is apt to counterbalance any benefit. Difficulties also about "the rules of the road" in passing other vehicles, or the best methods of going down hill or resting in going up hill, cannot be expected to promote command over the machine, and a break-down accordingly is inevitable. On the other hand, an exercise which gives the mind a little excitement in taking care of the body, without permitting it to pass into the stage of "worry," is, in Dr. Richardson's opinion, to be specially hailed by all men of middle age or past middle age, who are seeking relief from mental toil; and in tricycling he believes we have not only an harmless amusement but a valuable practical health preserver, worth the attention of all. — *Liverpool Mercury*.

CURRENT CALAMO

VOL. V. begins next week. Subscribe now.

EX-LEAGUE Treasurer Willoughby is sojourning at Saratoga.

ELLIOTT MASON evidently knows how to conduct a riding school and bicycle agency at the same time.

The 25-foot by quarter-mile track of the Kentucky Club at Louisville is in riding order, and was to have been cindered and rolled last week.

WE can't imagine what the Boston *Herald* wants to try to report a bicycle race for, if it can't help making such messes of 'em as all their accounts have been recently.

IN London alone there are nearly 70,000 bicycles in use, and over a thousand of these are owned by the government and used in the various out-door departments of the civil service.

HENRY SCHIMPELER, one of the most active and valued members of the Kentucky Bicycle Club, has taken up his residence in Chicago, whereat Louisville wheelmen mourn, and Chicagoans correspondingly rejoice.

COREY has been absorbed by the Massachusetts Bicycle Club. If the Bostons mean to retain the League mile championship, they must scratch around and train some men to take the places of their ex-racers, Stall and Frye.

THE Germantown Bicycle Club has sent us a copy of its constitution and by-laws in a handsome little pamphlet. The text is printed in large clear type, and includes a description of uniform, list of

members its whistle code, and miscellaneous rules.

THE address of the captain, secretary, and other officers of the Lone Star Bicycle Club is Will. R. Pitman, 64 and 66 White street. The address of the president, captain, secretary, etc., of the Solus Bicycle Club, is J. L. Ayer, 38 West street, Boston.

A CHELSEA manufacturing company has made a rubber tire which is applied to the rim without cement. Mr. Fowler, of the Chelsea Club, has put one of them to some very severe tests for a week or more, and it has stood admirably. The tire was on Mr. Fowler's wheel at the hill-climbing contest on Saturday last.

MR. J. S. DEAN, of the Boston Bicycle Club, had made arrangements to go to Philadelphia to represent his club in the Germantown Club races to-morrow; but his unfortunate accident last Saturday evening has obliged him to forego that pleasure, he having been confined to the house since, by order of his physician.

A PHILADELPHIA correspondent writes to correct a paragraph we published last week respecting the accident to Commissioner Baldwin, in Fairmount Park. His horse was not frightened at a bicycle but by another runaway horse. The bicycles were leaning against a tree while their riders were helping to catch the runaway.

ABOUT fifteen of the Boston Bicycle Club rode to West Newton last week Tuesday evening, and attended the minstrel entertainment of the Newton Boat Club, of which Consul Clark is a member, and were handsomely received by the consul and the boat club. On Sunday the Bostons made another run to Milton, dining at the Blue Bell Inn.

BIDDEFORD, ME., has a resident who claims to have made the journey from there to Boston, Mass., on his bicycle, no fewer than seventy-four times, the distance being over ninety miles. — *A. Y. Clipper*. We are pretty credulous and don't doubt the distance between Biddie and Boston, but the rest of the story is as hard to get over as a Winchester highway.

DIRECTOR HAZLETT of Portsmouth, N. H., reports that he can make his wheel spin eight minutes. This beats what was done in W. M. Wright's office, New York, last spring, when a wheel was made to spin 7m. 28s. Both machines were the same manufacture. Was it unequal muscle? or did the difference in time between Portsmouth and New York have anything to do with it?

FRED. JENKINS formally retires from editorial connection with the *Wheel*, and that journal will henceforth be under the management of the Wheel Publishing Company, located at 38 Cortlandt street, New York City; and we heartily wish it success, and as cordially extend our good will and wishes to Mr. Jenkins in his new business as New York agent for the Cunningham Company.

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 HAND-BOOK" 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.

NASHVILLE BI. CLUB, NASHVILLE, TENN.—Alfred E. Howell, president, 750 S. Market street; John W. Maddin, Jr., vice-president, 25 N. Vine street; Lewis N. Jesunofsky, secretary, 30 N. College street; V. L. Cunningham, 86 Church street; Morton B. Howell, Jr., 750 S. Market street; Frank Perry Elliott, No. 338 Cedar street; Edward Gannaway, 66 N. Cherry street, —all of Nashville, Tenn.

HERMES BI. CLUB, OF CHICAGO.—J. F. Bass, 1826 Michigan avenue; P. Kellogg, 1923 Prairie avenue; S. Dexter, 1721 Prairie avenue; M. D. Hull, 2826 Michigan avenue; S. Stugis, 1712 Prairie avenue; E. Crawford, 2000 Calumet avenue; W. Kent, 2100 Calumet avenue; W. Cowles, 1805 Michigan avenue; Eugene Pike, 1285 Michigan avenue; J. Sargent, 1720 Indiana avenue, —all of Chicago, Ill.

UNATTACHED.—Dr. Chas. P. Pruyne, 70 Dearborn street, Chicago, Ill.; August Rintelman, 819 Galena street, Milwaukee, Wis.; C. H. Porter, Winona, Minn.; M. J. A. Logan, Clifford E. Morton, 1832 Michigan avenue, Chicago, Ill.; Lincoln A. Brown, 783 37th street, Chicago, Ill.

CORRECTION.—In *WORLD* of 28 April, Boston Bicycle Club, for W. H. Edmonds, read S. N. Turner, 17 Dock square, Boston, Mass.

Editor Bicycling World:—The writer desires to tender his acknowledgments for courteous attentions received from members of the Providence (R. I.) Bicycle Club, when lately in attendance upon the Methodist Conference in that city, including the loan of a machine, etc., and most agreeable companionship on a Saturday-afternoon run. He found his League ticket an excellent letter of introduction; and his pleasant memories furnish fresh evidence of a fact which non-wheeling friends have often declared, that bicyclers as a class are gentlemen.

S. H. DAY, L. A. W.

S. ABINGTON, MASS., 28 April, 1882.

"Wanted — Bicycles."

☞ THIS IS A PAID ADVERTISEMENT.

[THE communication below was offered to the editor of the *BICYCLING WORLD*, with a request to publish it in the issue of that paper for 27 April. It was intended to correct errors in the columns of the previous issue, which caused and are causing wrong and injury. The editor was informed of this and asked to correct it. The issue for 28 April appeared without a line of correction, and the editor returned the communication with a note that "the publishers decline to admit the enclosed

communication to the columns of the *WORLD*, except as an advertisement." Its insertion here is paid for accordingly. — A. A. P.]

Editor Bicycling World:—It is a saying in the South that "The lead steer gets the most whipping"; and as we are the leading manufacturers, no doubt the communication in your issue of 21 April, with the above heading, was directed more against us than against any one else. We do not often ask leave to answer communications in the papers. He is a poor horseman who stops to answer every dog that barks. But that brief communication is so full of misrepresentation, and so mischievous in its purport, that we cannot let it pass without protest. The writer, concealing himself behind a *nom de plume* of "***," alleges that "a visit to the manufacturers reveals the fact that they cannot assure a customer of a machine before 1 June." Either the writer has not visited us, or he states a glaring falsehood. We carried a stock of about 3,200 bicycles through the winter (a larger stock, we venture to say, than was ever carried by any bicycling firm or company before); and we have now in stock over 2,000 bicycles, which, if "***" has the money to accompany his order with, he can have delivered in twenty-four hours, or as fast as he will take them away from our factory and warehouses. If he does not like our own different makes of machines, we have something over seventy-five bicycles and a dozen tricycles in stock, of the best English makes, which we will be pleased to sell him and ship at an hour's notice.

Your contributor asks (with a degree of superciliousness and flippancy only attributable to the most callow youth, or else to a business genius with so many years of experience and so vast an accumulation of capital as to give him a wisdom beyond that of most men in business), "How long will it be before bicycling firms will be forced to do business in a business-like manner?" Pray let us ask him whether he thinks Messrs. Stoddard, Lovering & Co., for instance, are capable of doing, and do do, business in a business-like manner? a firm which for many years has taken a broad, leading, and honorable course of business on two continents. Does he think the enterprising firm of Schuyler & Duane of New York incapable of doing business in a business-like manner? Does he think the Cunningham Company, whose president is a business man of certainly more than twenty years' experience, and whose treasurer is supposed, by most wheelmen at least, to know something about the bicycle business in particular, don't do business in a business-like manner? Does he think that John M. Fairfield of Chicago, or H. B. Hart of Philadelphia, or Charles R. Percival of Boston are devoid of business experience and business capacity? Or does he make his inquiry with respect to ourselves? We thought we knew something about business. Our president is

not an old man yet, but he has built up successively two or three different lines of business, from very small beginnings to very large and respected proportions; and he has not failed to accumulate, as the result of his business capacity and experience, some considerable property, — perhaps not so much as "***," but at least something. Our secretary has been considered a business man for a number of years; and our business alliance with the Weed Sewing Machine Company gives us the assistance in business matters of a number of gentlemen who can verily lay claim to be called business men. We have a stake, our company and theirs, of \$500,000 invested in plant stock and product in the bicycle business. We have devoted the larger part at least of our attention to this business for four and a half years, and this is the first definitely drawn published announcement we have noticed that we need to "be forced to do business in a business-like manner." Your contributor says, and apparently with your indorsement (because you publish it without comment or disclaimer), "honorable business competition is what we need here, to encourage and support the bicycling interest; and when we arrive at that point, then will we have good machines and for a fair price." Seven importing concerns, one of them at least with a number of agencies, one large manufacturing concern with three hundred agencies, and two or three other makers, all doing business as "dealers" in bicycles, and ready to supply a demand which they more than all others have whipped into existence, and which they are constantly spurring in order to make business enough for them to do; and yet, forsooth, our starry youth sighs for "honorable business competition"! Perhaps, however, it is not competition which he means to suggest is lacking, but the "honorable" competition. If he had been good enough to specify in what way the business competition of the several firms and companies engaged in the business is not honorable, we would consider whether to answer him in your columns or otherwise, or whether we would make him answer. As to his general slur about good machines for a fair price: as most of the "honorable" wheelmen in this country are patrons of one or more of these concerns, we can leave that to be answered by them. It is a fact, so far as our experience and observation have extended, — and it has not been confined within very narrow limits, — that bicycles are sold in this country for less margin above their actual cost to the makers and dealers than any other class of machinery. Your contributor refers to "certain standard machines which are always inquired for." We happen to have hundreds of such machines in stock ready to supply; and we naturally object to your serving notice in your columns, either over the pen name of some contributor or otherwise, that we "have not got machines to sell," or that we "can-

not assure a customer of a machine before 1 June." And this may be imagined as particularly disagreeable to us, when we are spending considerable money constantly in advertising in your columns that we *have* machines to sell.

It is true that in regard to one machine, the Expert Columbia (which, by the way, we have not advertised to be ready for delivery), the orders have come in faster than we could fill them, owing to an accident at the factory over which we had no control, and which delayed the continued and rapid production of this new machine, so that we have not been able to promise to fill any particular order at a particular time. We have only been able, so far, to say that we would receive orders and fill them in their turn, for this particular machine. By giving this communication a place in your columns, *or else* some editorial comment to substantially the same effect, you will not only serve to correct in part a manifestly erroneous statement to which you have given currency, but will oblige yours very respectfully,

THE POPE M'F'G CO.

BOSTON, 24 April, 1882.

"Wanted — Bicycles."

Editor Bicycling World: — An article in your issue of the 21st seems to call for a reply, in justice both to the Pope Manufacturing Company and to ourselves, — the only manufacturers of "standard machines" in this country.

The contract for the production of the "Expert Columbia" was closed in December, 1881, delivery on our part to begin with a certain quantity in March, largely increased in April and May. We at once started work upon the bicycles; and if our plans, laid as they were in accordance with years of experience, had not been frustrated at so many points, the Pope Company would have been able to have filled all orders, and to have stock on hand. We would submit to any "business-like" and practical manufacturer the detailed reasons for the delay, in full confidence that the verdict would be that no sparing in outlay of money or insufficiency of machinery or men has caused the non-compliance with terms of contract.

All manufacturers of metal in this country are overrun with work. Stock is very difficult to obtain; steel makers dislike to contract for new patterns or new qualities while their production is tasked to its utmost for regular goods. Every manufacturer in this city is behind orders, and almost any New England town will tell the same tale. General prosperity is at flood tide, and such is then always the case.

We do not expect to much longer task the patience of the Pope Company or their customers, as we have the machine work completed on several hundred Experts, and are making daily shipments.

Yours respectfully,

WEED SEWING MACHINE COMPANY.

HARTFORD, CONN., 27 April, 1882.

MISCELLANEOUS.

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

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival, and the John Wilson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

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.

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TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest 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.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Highlandville, Mass.

LEAGUE BADGES. — We have now a stock of **L. A. W.** Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call and examine.

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Full assortment of Fine SPRING WOOLLENS in our Custom Department.

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Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCEPEDIQUE. — Weekly. 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.**, 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 Sturme. 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, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturme, 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.

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AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

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We have in stock a few copies of *Cycling Sketches*, in cloth, \$1.00, and *Sturme's Indispensable* for 1880, 30 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturme, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. **H. L. Cortis's "Book on Training"** is also in press, and will soon be ready for delivery.

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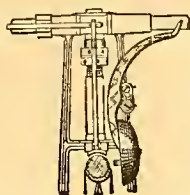
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The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches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

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THE "AUTOMATIC" ALARM



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

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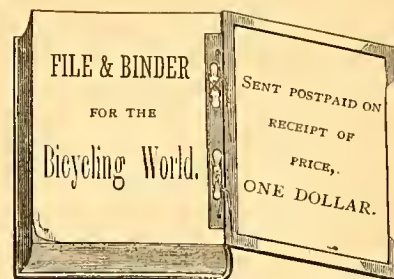
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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.

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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.

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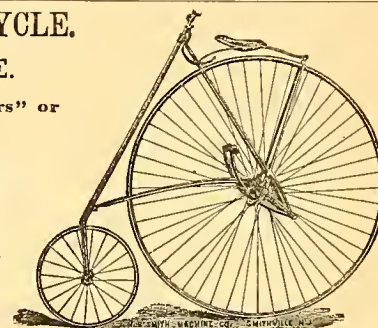
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

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,

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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.

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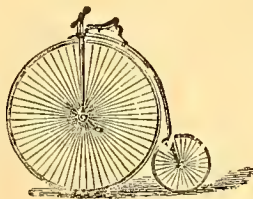
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Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray 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



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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
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"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."

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IN BICYCLES.

Any velocipede with two wheels in same plane and mechanical means for foot propulsion; Centre-steering Head; Bifurcated Perch; Hollow Perch; Front-wheel Brake; Tubular Felloe; Suspension Wheel, with Elastic Tire; Rounded Rubber Tire; Adjustable Cranks; Adjustable Saddle; The Pedals; Direct Spokes; Thick-ended Spokes, Etc., Etc.

ALL BICYCLES, TRICYCLES, AND OTHER VELOCIPEDES

now in common use, or offered for sale in the market, are constructed so as to embody some of the inventions covered by U. S. Patents owned by us, and within claims sustained by decisions of the courts.

IN NO instance have we failed to sustain our claims when we have brought suit for infringement.

IN NO instance where an injunction has been granted has it ever been dissolved. To correct an erroneous rumor, we inform the public that the injunction against McKee & Harrington, under which they have been restrained for about a year and a half, is still in force.

SOME of the parts and combinations which are covered by our patents, and which are not special to our own manufacture, but are common to bicycles and tricycles generally, are indicated in the margins of this advertisement to correct misapprehensions.

A List of our *patents* and of our *licenses* will be furnished on application to us. NONE but our licensees and our agents are authorized to sell machines containing any of the parts referred to. ALL others are infringers.

USERS of such machines, not obtained of our agents or licensees, are infringers, and are liable to us for damages and costs, and subject to injunction, as well as those who make or import and sell them.

WE HOPE to receive from wheelmen and others what law and honorable business dealing accord to all owners of patent rights. WE SHALL be compelled to demand of all infringers hereafter, either a surrender of the contraband property, or payment of damages and costs. SEND for fuller information to

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Any velocipede having one driving and guiding wheel; Direct Cranked Driving Shaft; Tubular Hay-Fork Frame; Ratchet Driving Mechanism; Clutch and Strap Mechanism; Suspension Wheel, with Elastic Tires; Tubular Felloe; Rounded Rubber Tire; Direct Spokes; Thick-ended Spokes; The Pedals; Combined Handle and Brake Mechanism; Steering Bar and Foot Crank Mechanism; Front-wheel Steering, Etc., Etc.

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