

Bicycling World

The Official Organ of the League of American Wheelmen.

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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 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 10 MARCH, 1882.

AMATEUR OR PROFESSIONAL?

WE have received several communications in relation to the amateur standing of two gentlemen, members of a local bicycle club, who have recently taught, or are still teaching, as their sole occupation for a livelihood, the art of bicycle riding in a riding school in connection with an establishment for the sale of machines, and are asked for an opinion. The question of amateurship is an embarrassing one in any case, owing to the somewhat various and often loose construction which many riders put upon stated rules, both in definition and practice; and we hardly dare venture, in the face of the vagueness which seems to characterize the provisions of Rules 24 and 25 of the L. A. W., to say whether these gentlemen have actually forfeited their amateurships or not. The closing

section of Rule 24 reads: "Nor has ever personally taught or pursued bicycling or other athletic exercises as a means of livelihood." If the definition stopped there, we should unhesitatingly say that these gentlemen have become professionals under the rules; but Rule 25 says, in explanation: "No person shall be disqualified under the preceding rule on account of being or of having been a member of a firm, or an officer or stockholder of a corporation carrying on any business connected with bicycling, or on account of carrying on or being connected with any agency or riding school, or other branch of business related to bicycling, provided he be not otherwise objectionable under said rule." Now we maintain that the second rule, as it reads, is just sufficiently indefinite to admit a doubt as to the intent of the clause in the preceding. We are of the opinion that this question has been raised and answered before,—but at present are unable to lay hands upon the record,—and that the decision was that the intent of the quoted section of Rule 24 was to bar out from amateur competitions persons who, by reason of their skill and the constant physical condition their skill enabled them to acquire, might be unfairly formidable antagonists to the untrained or partially trained non-professional. In this construction the spirit of the rule is plain, and without doubt intends to exclude those who use their skill as riders as a direct means of livelihood; but not dealers, manufacturers, or proprietors of riding schools, so long as they do not personally teach riding for a living. We do not, however, feel it incumbent on us to define the status of the gentlemen whose case is called attention to, nor even, as we before intimated, to venture an opinion in regard to the application of the League rules to any given state of facts; but we think the League officers should give its members an intelligent construction of Rules 24 and 25, for application in this and other cases which may arise from time to time. In the mean time we should like to hear from members who have given the subject any consideration, as we doubt not many other gentlemen who would like to retain their amateur status have been similarly compromised through a misunderstanding of the strict intent of these rules of amateurship.

In the course of an interview held

recently with Col. Pope, the enterprising head of the Pope Manufacturing Company, he referred to the rapidly increasing interest in bicycling in this country, and stated that although, with their increased facilities, the American manufacturers would probably be able to supply the entire demand for first-class machines, yet he recognized the fact that in this, as in other things, purchasers were governed as much by their preferences and prejudices as by the question of expense; and that while many would prefer to purchase American wheels under the same conditions of cost and quality rather than foreign, still, in many quarters, the opinion largely prevailed that English machines only were thoroughly well made and reliable, and the extra outlay for their purchase is of minor importance. He believed that whatever tended to the general interests of bicycling throughout the country inured to the interests of American manufacture as well; and in view of the foregoing considerations, he expressed a willingness, and even desire to license responsible parties in all large communities, who are willing to open or establish agencies for the importation of any first-class foreign or American machines. This certainly evinces a liberality of enterprise which should meet with a favorable response from wide-awake men who have a few thousands they would like to invest in what is very soon to become one of our most prolific and remunerative of legitimate industries. There are many large cities, like New Orleans, San Francisco, St. Louis, Atlanta, St. Paul, Denver, Detroit, Rochester, and others, now lacking importing agencies, where enterprise may build up excellent business. In New Orleans, especially, are splendid streets and shell roads, affording the best of facilities for wheeling, and yet we understand there are twice the number of bicyclers there that there are machines, and a prominent officer of the New Orleans Bicycle Club informs us that a bicycle agency would make an active and profitable business at once; but he suggests that it needs Northern enterprise to establish it. Let some of our enterprising young men here act upon the hint, and consult Col. Pope about a license, and we doubt not that early success would attend the investment. There are at present about 12,000 wheelmen, using 8,000 bicycles in this country. Before the summer is ended,

we predict there will be from 20,000 to 25,000 riders, and these must be supplied with wheels from somewhere.

WITH the advent of spring and the near approach of out-door riding, we notice a large increase in our correspondence. This is, of course, extremely gratifying, as evincing the growing interest in bicycling and the BICYCLING WORLD, and we trust the number of our contributors will not decrease; but as our space is limited, and it is desirable that all clubs and all sections of the country should be represented in our columns as promptly as possible, we may often find it necessary to condense the longer articles, or delay their publication, in either of which cases we hope our correspondents will bear with us. We would also request them to endeavor in their communications to observe the suggestions in the "Notice to Contributors" at the head of our editorial department.

A MOST singular instance of the Divine methods of influencing the human heart to right doing is that of a conscience-stricken Newport, R. I., reader of the BICYCLING WORLD, who, in remitting the amount of a year's subscription, writes: "Have always enjoyed reading the WORLD (a friend, unsolicited, loaned it to me), but my conscience troubled me because returning you no equivalent for pleasure and profit derived. Now I think I can absorb it with bliss unalloyed." While congratulating this late erring wheelman upon his conversion, we cannot repress a thrill of joy when we reflect that we were the humble instrument, through the excellence of the WORLD, of redeeming his lost reputation. O that others, sinning as he sinned, would see the error of their ways, and secure their characters' salvation at \$2.00 each!

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

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

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

Notice to Clubs.

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

KENTUCKY BI. CLUB.—At the regular meeting of the club, held 24 February, the secretary being absent and B. S. Caye, acting secretary *pro tem.*, Mr. Newton Crawford was admitted to membership, and a long debate occurred on the subject of a uniform for the club, which resulted in the adoption of the following: Seal-brown corduroy breeches, laced at the knee, with cardinal cord and blue silk insertion; blue stockings; seal-brown corduroy polo cap with K. B. C. worked in cardinal; navy-blue laced shirt with cardinal trimmings and the club's initials worked in the same color on the pocket.

THE MAN WITH ONE CRANK.

LOUISVILLE, KY., 25 February, 1882.

[Our correspondent gave a much longer and more interesting account of this meeting, but we were obliged to run an eraser through it.—ED.]

SENECA (N. Y.) BI. CLUB.—At a recent meeting of this club the following were elected officers: President, C. H. Westcott; captain, T. W. Squires; sub-captain, C. Chamberlain; secretary and treasurer, C. W. Riegel. This club was organized last October by the Messrs. Squires, Chamberlain, F. and C. H. Westcott, Freeland, Riegel, and Watling. It is now in a flourishing condition, six applications for membership having been offered at the last meeting.

MONTREAL BI. CLUB.—At a special meeting held in the club house on Thursday, March 2, the date of the annual meeting was changed to the second Thursday in March, and the by-law No. 5, relative to uniform, was, after considerable animated but always good-tempered discussion, amended to read as follows: "That the uniform of the club be dark-blue braided patrol jacket and knee-breeches, fore and after cap (with peaked cap in addition), ribbed stockings and canvas shoes, and that all members shall wear the uniform when riding with the club." The gymnasium hall in the club-house will be used as a riding-school every Wednesday evening from now till the roads are fit. CLUB DAWG.

3 MARCH, 1882.

ROXBURY BI. CLUB.—The annual meeting of the club was held Monday evening, at the residence of ex-Captain John R. Heard, he having kindly tendered his house for that purpose, and was the occasion of a very pleasant gathering, and an excellent supper. The following were elected officers for the ensuing year: Captain, Charles E. Lord; sub-captain, Reuben W. Davenport; secretary and treasurer, Charles M. Clark. The reports of the captain and treasurer showed the club to be increasing numerically, and in a sound financial condition, there being no liabilities.

CHARLES M. CLARK, Sec.

ROXBURY, MASS., 7 March, 1882.

THE Marblehead Bi. Club, at their last meeting elected Frank E. Morse, sub-

captain, and Joseph P. Bessom, color-bearer. A grand bicycle meet, to be participated in by the neighboring clubs, is talked of for Fast Day. Let it be in the morning, gentlemen, for all wheelmen in the vicinity of Boston will want to attend the grand afternoon events in the Institute Fair Building, under the auspices of the Boston Bicycle Club.

THE Columbia Bicycle Club had a good dinner and a jolly time for their "Annual," at the Wamsutta House in Attleboro', on Wednesday evening of last week. The festivities closed with the solemn singing of a dirge, beginning "You are expelled from the track forever."

THE annual dinner and reception of the Kings County Wheelmen, of Brooklyn, N. Y., will be given 17 March, in that city. The dinner will be in Weeks' Hotel, at seven o'clock P. M., and the reception will be held at the Lyceum in the evening. The committee in charge are Alexander Schwalbach, chairman, F. H. Douglass, Edward F. Fisk, F. G. F. Barlow, George T. Brown, William H. Austin, and W. D. Bloodgood. The invitation cards are very neat and tasteful, and the BICYCLING WORLD gratefully acknowledges the receipt of one; but at the same time regrets that it cannot avail itself of the honor and privilege of being represented at so pleasant a gathering as it will certainly be.

An Impostor.

ALL bicyclers are warned against trusting a person representing himself as a member of the Boston and Yale Bicycle Clubs, and borrowing money and obtaining favors on their credit. The person referred to is a short man, dark hair and eyes, neatly dressed, rather stylish. He has travelled under the name of Austin and Masson, and has imposed on bicyclers in New York and Boston.

J. S. DEAN, Secretary Boston Bi. Club.

RACES

Coming Events.

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

CINCINNATI, 24 AND 25 FEBRUARY.—These races were in connection with F. S. Rollinson's series of bicycling tournaments, with which he has been entertaining audiences in the Western cities. The races on the evening of the 24th were preceded by a fine drill by the Cincinnati Bicycle Club, and this was followed by a mile race between boys of fifteen years and under, which was won by H. Taylor in 4m. 2s. A slow race was won by W. H. Galway. Mr. Rollinson gave an exhibition of fancy riding. The one-mile race for a silver medal was won by H. N. Kitchell in 3m. 19½s., the other times being: C. N. Jenkins, 3:27; N. H. Reed, 3:37½; N. G. Crawford, 3:45; and H. L. Livingstone, 3:48½. A five-mile race for a gold medal closed the evening's events. Three started, the following being the result: W. E. Galway, 18:04; W. H. Galway, 18:30; Charles Jenkins, of Louisville, retiring at three miles. On the night of the 25th, the

local club again opened with a drill, and Charles H. Jenkins, of Louisville, showed some excellent trick riding. These were followed by a ten-mile contest for the local championship between W. E. Galway, W. H. Galway, and W. H. Reed, the former taking the lead in the fourth mile, and winning the race in 36.47. The tournament closed with a race between Rollinson and Mlle. Armaindo, the first to do twenty miles while the lady covered eighteen. This proved a very interesting event and awakened considerable enthusiasm, the bicyclienne pushing her opponent for all he was worth, and allowing him to regain but one of his two miles allowance. His nineteen miles was made in one hour, ten minutes, and fifty-seven seconds; the lady's eighteen miles in one hour, fifteen minutes, thirty-nine seconds.

ST. LOUIS, 25 FEBRUARY. — A spirited twenty-five-mile race was run at the amphitheatre in the Fair Grounds in the afternoon, in which five members of the Missouri Bicycle Club took part: Messrs Greenwood, Lueders, Beckers, Stone, and Young. The start was made at 2.35 sharp, with Beckers leading from the first lap. At the eight mile Greenwood hauled out, and three miles farther Lueders jumped the track, having previously collided with an onlooker who started to cross the track. From this point Beckers, Young, and Stone hung together and a beautiful and exciting contest ensued they being within five feet of each other for the entire balance of the race. On the seventy-seventh round Young shot ahead, but was quickly collared by Beckers, and forced into second place. Eighty-one turns were necessary to complete the twenty-five miles, and on the eightieth turn the remaining riders passed the judges' stand almost abreast; but half-way round Young forged ahead and kept the lead, Stone also on the last quarter putting on a spurt and making second place by a few inches, making a score as follows: Young, 1h. 45m. 40 $\frac{3}{4}$ s.; Stone, 1h. 45m. 40 $\frac{3}{4}$ s.; Beckers, 1h. 45m. 40 $\frac{3}{4}$ s. Mr. Richard Garvey officiated as starter, and Messrs. Binkley, Stockwell, Ables, and Aglar as scorers. The prizes, presented by President Garvey, of the Missouri Bicycle Club, were two gold and one silver badge of the League of American Wheelmen; but he very graciously took from his scarf his own diamond League badge, valued at over \$50, and presented it to the winner of the first prize, taking in exchange the plain silver badge marked third prize; this also raising the second and third prizes in value. The entire affair gave perfect satisfaction to all who witnessed it, and will undoubtedly gave a big boom to the steel steed here. Over six hundred visitors paid entrance fee to see the sport.

CHICAGO, 4 FEBRUARY. — The Chicago Bicycle Club has established the following club championship events: — From and after 4 March, 1882, and

continuing until 1 December, two club championship races will be maintained, with appropriate medals for each, open to the members of the Chicago Bicycle Club only, as follows: A one-mile race, three heats, best two in three, flying start, to be contested for in the months of March, May, July, September, and November. A 25-mile race, standing start, to be contested in the months of April, June, August, and October. Notices of the day, hour, and place will be given one week in advance of each race. At the close of the season, the contestant securing the respective medals the most times will hold permanent possession of the same. Any case of a tie will be run off in December. L. A. W. Rules. Entry fee, fifty cents, to be handed to the secretary.

T. S. MILLER, *Capt.*

B. B. AYERS, *Sec.*

The first of these races was opened last Saturday evening, in the Chicago Exposition Building, L. W. Conkling, Burley B. Ayers, and Edward Brown contesting. The first heat resulted as follows: Conkling first in 3m. 27 $\frac{1}{2}$ s.; Ayers second in 3.27 $\frac{1}{2}$; Brown, 3.29. The second heat was won by Conkling in 3.28. Ayers second in 3.30, and Brown withdrawing.

At a race, 19 February, on the trotting track at the Fair Grounds in New Orleans, the bicyclienne Elsa Von Blumen wheeled one mile in heats, against two mares trotting a mile and a half. Elsa won the first heat in 5.00 $\frac{3}{4}$, the mare "Stella" scoring 5.15; second heat, mare "Mary Wilson" scored 5.52 $\frac{3}{4}$, with Elsa at her heels; third heat, Elsa, 4.47 $\frac{1}{2}$, and "Stella, 5.26.

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.]

Chicago and the L. A. W. Meet.

Editor Bicycling World: — In regard to the selection of a place to hold the new League Meet, the West would put forth its claims for the honor, and name Chicago as the favored city. Within the past few months our wheelmen have received numerous expressions from almost every State in the country, indicating a feeling in favor of Chicago for the Meet: and having aspirations in that direction, we held a meeting, in which Milwaukee had two representatives, to canvass the subject, when it was decided that we wanted the Meet here; that ample funds, help, experience, facilities, and means for entertainment were at hand; and that if the directors should give our city the chance, the result would be a large turnout of wheelmen, and the interests of the L. A. W. promoted in an eminent degree, in that it would serve to unite the Western members more firmly to the organization.

To speak of Chicago as a great commercial metropolis, railway centre, enter-

prising, hospitable, and attractive, is to mention qualities already known. We would simply state what our facilities are for the entertainment of a large body of wheelmen, such as the League Meet would call forth. Our Exposition Building, located in the heart of the city, on the lake front, at the head of the boulevard park over which the parade would wheel, is three blocks long, and would serve as a headquarters, and give ample accommodation for the storing of machines. The parade would form on Lake Park, an open cinder-pathed green, one mile long, with Lake Michigan on one side and Michigan boulevard on the other. The course would be up the boulevard through the most elegant part of the city to the head of Grand boulevard (four miles); thence up Grand to Oakwood (half a mile), and from Oakwood to Drexel boulevard, which latter street is similar to Commonwealth avenue in Boston; on Drexel, three miles to South Park, where an open-air lunch and refreshments would be served; from thence, the home stretch could be through the park *via* Grand boulevard, Michigan and Prairie avenues back to the starting point: about fifteen miles in all, over the finest macadam and asphalt on earth, and through the most beautiful part of the city, without travelling three miles over the same track. As to numbers present, the whole West would respond, and we could safely calculate on no less than the number present at Boston last year, while there is strong probability of more. Of hotels, no city in the Union can beat them. The Grand Pacific or Leland could be our hotel headquarters; both very accessible to strangers, and near the Exposition Building. Arrangements for reception of visiting wheelmen will be so complete that one will feel at home the minute he lands at the depot. Dinner would be served at the Grand Pacific, and Central Music Hall would be open for business meeting of the League. Efficient and experienced management, a hearty welcome, and a good time is voted the L. A. W. by the Chicago Bicycle Club, should it be the pleasure of the directors to select Chicago for the next Annual Meet.

BURLEY B. AYERS,

Sec. Chicago Bicycle Club.

CHICAGO, 25 February, 1882.

Albany.

Editor Bicycling World: — Interest in bicycling has been quiet and even on the wane here since inclement weather and bad roads set in; but our partially dead club, on Monday evening, 13 February, came to life with encouraging activity in consequence of the formal opening of a bicycle academy, — quite an undertaking for a club having little material to work with, but our genial captain and his faithful sub enabled us to make the announcement to the public, who turned out in goodly numbers to witness our first exhibition. Eleven members, attired in full club uniform of blue, with the L. A. W. badge and our colors upon

the left breast, participated in the exercises, which consisted of as much fancy riding as we were capable of executing in our rusty and unpractised state. This lasted about an hour, when a couple of gentlemen who had caught the fever were mounted on machines, and much to the amusement of the lookers-on, took their first lesson in wheeling; after which we closed doors for the evening.

We occupy an old abandoned church, and by laying a Georgia-pine floor even with the gallery, have a room one hundred by seventy feet; it is illuminated by electric light, and is in every respect an ideal place to follow the sport, being in the central part of the city, easy of access and convenient for all. We furnished it with fifteen bicycles, six of which are for the use of the academy, the others belonging to members of the club. During the two weeks of the school's existence, we have instructed about thirty to ride, all of whom have continued, and many are contemplating the purchase of wheels. Nearly all the club have abandoned their old machines, which have either been or will be replaced by new ones of the best make. In the room where our wheels are kept can be found Standard and Special Columbias, British Challenge, Harvard, Matchless, and D. H. F. Premiers, to which will be added an Expert, two Special Clubs and another Challenge, all which are expected very soon.

Our club membership is increasing, and before the out-door season commences we anticipate to have a large and enthusiastic club. DEMI.

ALBANY, N. Y., 27 February, 1882.

The League Meet.

Editor Bicycling World:—Have just finished "Justinian's" Washington letter in the *WORLD* of 24 February, and I want to collect my thoughts, and "when found, make a note of" them, as Capt. Cuttle advises. I have watched, with no little interest, the progress of this discussion as to the place for the next League Meet; and my personal choice would, of course, be the nation's capital, with all its grand attractions other than the incomparable pavements. But it has seemed to me, as "Justinian" expresses it, "The Washington riders apparently don't want the Meet" in the city, and delicately express their preferences in favor of any other point. He says "there are only three League members in the city." I certainly hope he is mistaken; for if there are three or four hundred riders, and they cannot boast a larger representation in this brotherhood than that, then do send some missionaries down there. To be sure, the League of American Wheelman is not and cannot be all that it *will* be, for it is in its infancy, and we need just such men as "Cyclos" to stand up in our annual meeting and help map out a course for us. He sees the rocks and shallows very plainly; and if he and Ex-Secretary Parsons will only get together on the 30th of next May, and come to a good understanding, I for one

shall feel that my L. A. W. membership will accrue benefits much more rapidly from plans which they *agreed* upon. The appointment of place for the Annual Meet is, at present, a somewhat delicate matter, for even if the general treasury does pay the necessary expense, local riders or clubs are bound to show a hospitality which must necessarily employ more or less of "the country's circulating medium"; and while this would be poured out as generously as the town pump does water, if there were an abundance of it, such a total as was expended by our Boston brethren on the 30th of last May is a somewhat appalling figure to a few young men on \$1,500 a year, and popular enthusiasm at the freezing point. If the League, or its committee, is to appoint the place of meeting, then let a programme be adopted, the expense met by the treasury or a general assessment, and the local riders be called upon to bear only such a portion as they may volunteer. I know our Western wheelmen, whose hospitable souls are never measured, will call this a little "small," perhaps, but I suggest it only in justice to all. Washington, though the "place of places," is apparently out of the race for want of an invitation. One enthusiastic Philadelphian praises up their beautiful Fairmount; and another, not so much so, immediately cools the heat of fervor by remarking that outside of this beautiful park they have very little to offer as an attraction. Chicago speaks quietly for her boulevard and a generous hospitality, and Milwaukee promises a hearty support, and urges that the invitation of her sister city be accepted. The two represent a comparatively large active L. A. W. membership, and at present seem to have the floor. The fact is, none of the favorite points seem *anxious* to foot the entertainment bill of \$1,000 or \$1,500, and it is to be hoped that some arrangement for the future may be adopted at the next annual meeting. But wherever the Meet is held, let us each one render every assistance and suggestion we can towards making the League an organization of which each member can be proud. Let each member suggest to and assist the consuls, the consuls and directors advise, and the chief officers direct the execution of the best plans. "Nuff ced." MARX.

CLEVELAND, OHIO, 2 March, 1882.

Another Record, etc.

Editor Bicycling World:—In answer to Consul Wilmot's recent request for my every-day riding experience, and also to add another record of a busy business man to those of "H. W. W." and "Ixion," I copy a few figures from my riding record book.

My score for 1879 was 1,660 miles; for 1880, 2,540; for 1881, 3,148 miles; making my total record to January, 1881, 7,348 miles: and this does not include the many miles I have in winter months run in the club rink, on the tricycle, or the miles and miles of water I have pedalled over on the marine bicycle.

The largest score for a single month in 1881 was that of September, when I made four hundred and eighty-five miles. In August I scored three hundred and forty-four miles, sixty-five of which were ridden on the American Star. The large increase of my yearly record is in part due to constant daily riding, neither rain, cold, ice, nor snow stopping my outdoor exercise. I was led to try the experiment from the fact that on looking over my 1880 record, I found that I had missed but about a dozen days. The carrying out of the project the last year was on several days a difficult and not an enjoyable feat, and I should not attempt it another season; for on some mornings, after heavy snow storms, it has been impossible to ride to my place of business, and my record was kept unbroken only by disobeying, on a part of the trip, the club rules against sidewalk riding. As I remarked two years ago, in the *WORLD*, ice riding is not near as difficult as it appears to be,—it requires only practice and confidence. I have yet to receive my first fall while riding over dry or wet ice. For rough riding I use as small a wheel as I can comfortably ride. My best wheel is a 52-inch, yet I keep an all-painted 48-inch for stormy days, and rutty and icy roads. In the first half of December, business called me nightly to an adjoining town, and I rode a 46-inch; fearing the ruts might cause a bad fall, but the precaution of lessening the distance between myself and the frozen ground was unnecessary....Ex-Consul Wilmot complains of insults and remarks concerning his winter riding by passers-by. Why, brother enthusiast, it is a remarkable subject,—that of a bicyclist, in trousers and overcoat, ploughing his way through the snowy city streets. I don't wonder at their criticisms. I think I should have shouted as loudly and as sarcastically as any one, had I in 1879 seen a bicyclist attempt it, or should I to-day see Rex Smith, of Washington, or your own Massachusetts Atkins riding a unicycle on the street. They will do it next summer perhaps, for they have both accomplished the feat of riding in a hall a bicycle minus its little wheel and half the backbone. In smaller cities I find the remarks are of an opposite nature. When a heavy snow storm compels me a part of the day to house my bicycle and make use of sole leather, I notice the remarks are twice as numerous. They are very varied, from "Why don't you put it on runners?" to "Ha! given it up?" The steady increase of miles run each year is the best answer to the latter....You mention, Mr. Editor, in your review of the *Century* for March, that the skate sail described therein had been tried by the New Hampshire director. Yes, several members of the club are aware that he tried it. They had heard how, after weeks of scientific planning, he had spent nearly a whole night in constructing his wonderful sail. He ventured forth early in the morning; but when he reached the smooth frozen pond,

the wind, which had been howling all night suddenly died away. For a fortnight he whistled and whistled for a breeze, and when Zephyrus answered his call, snow came also and buried up his beautiful ice. At last, after weary days, the favorable elements combined, and for one brief hour he was almost as happy as when he thought he had conquered the Star. Like all novices, you can't tell him anything about skate sailing; but he could tell you, if he only would, how to punch and run down every skater on the pond, including his favorite lady skater; how to run into eel-holes, bridges, and over small boys, and how even his club members were not slighted in this respect.... An active officer of the League is trying to induce the League to have an exhibit of the different makes of bicycles, tricycles, sociables, triocycles, marines, and bicycle sundries at the next League Meet. It is an excellent project, as is also the proposed one by the Boston Club on Fast Day.... It is almost time for the March meeting of the L. A. W. officers, and a long session will be necessary in order to decide upon the place of the Meet, and the many vital questions which have been accumulating since the October meeting.... After Mr. Brown's sensible article on pseudonyms last week, I ought to avoid a *nom de plume*. He suggests the League number; but should I sign my correct one, No. 35, or six hundred and blank, which the League officers, for some poor reason, persist in putting on my League ticket and in the Hand-Book? Until I induce them to substitute the correct one, I guess I will, as Mr. Brown says, "Conceal (?) my identity" with

TELZAH.

PORTSMOUTH, N. H., 27 February, 1882.

Table of Measures.

Editor Bicycling World:—In the WORLD of 24 February, we notice a letter from "G. W. H.," of Poughkeepsie, criticising the table of measures given by dealers; and his insinuation that it may be done purposely, so as to make the rider purchase a second wheel, shows some ignorance, and is certainly very unjust. A concern that would stoop to such a thing would probably make their bicycles of cast iron instead of forged steel, so that they might wear out or break down quickly. Our experience in this matter is certainly greater than that of any party in this country, and our table for the Special Columbia is the same as Singer & Co. give for the Special Challenge, which is a 52-inch wheel for a 34-inch leg; but when we printed our first catalogue, Singer's measure was a 50-inch wheel for a 34-inch leg, which rule we adopted for the Standard Columbia. This year we have changed it to a 52-inch wheel for 34-inch leg. Our reasons for giving measures that seem small to some experienced riders is that many of our purchasers are not young and active, and many of our bicycles are used where the roads are

poor; and it would probably result in many beginners giving up the sport in disgust, if we should recommend such large sizes as some think we ought to. The following are well-known facts: That most riders are anxious to ride as large a wheel as possible; that when one first commences to ride, he cannot possibly ride so large a wheel as he would after a few months' practice; that after a year or so, most riders use shorter cranks, which enables them to use a larger wheel; that riding too large a wheel is condemned by physicians as injurious, and by careful, experienced riders as dangerous also.

The rule given by an eminent English physician is, we think, the most reasonable; and that is for the rider to be able to reach the pedal at its lowest point with the hollow of his foot,—then if the foot should slip going up-hill, or at any other time, there is little danger of getting thrown. Many riders will, no doubt, say there is no need of such precaution; and although to the young and experienced rider, a fall is of but little consequence, to a beginner, and especially an elderly one, it may result in an abandonment of the sport. We find that in level parts of the country, like Chicago, much larger wheels are used than where it is hilly, and it is impossible to make one measure suit all conditions; therefore we have done what we thought best, and it is the result of careful study and observation.

THE POPE MANUFACTURING COMPANY,

E. W. POPE, Sec.

BOSTON, 27 February, 1882.

English Wheeling Years Ago. — I.

Editor Bicycling World:—The idea has just struck me to send you my recollections of the wheel in England when our sport was as yet in its infancy there. In 1874 I was secretary of an athletic club in London; and inspired by the example of several of our prominent members, notably three brothers named Evitt, I was seized with an ardent desire to become a *bicyclist*,—as we benighted creatures called it in those days. After about a week's bruising of joints and lacerating of garments, I mastered the bone-shaker, relic of the wooden age; and considered myself fit to become a full-fledged 'cyclist. Enlisting the sympathies of the captain of our club, Frank Evitt, I proceeded to procure a wheel. As you may suppose, there were not four hundred different makes to pick and choose between in those days, the supply of second-hand machines was limited, and the medium for advertising your wants primitive.

However, by a careful perusal of the columns of the *Exchange and Mart*, we hit upon a couple of advertisements that looked worth going after, and one afternoon we wended our way to Trinity Square, close to the Tower of London, to inspect a second-hand 50 of anonymous construction. (I had decided on starting with a cheap machine, which plan I have proved the best, and always recommend to new beginners; as a novice

may knock more in a week off the value of a first-class bicycle than an experienced rider will in a season.)

The price, however, was too high; and after riding once round on the cobbles of Trinity square, and winding up with a header into the arms, or rather legs, of a "Pickford's" team, I concluded to go further afield, and we made tracks for the "borough," on the Surrey side of the Thames; and after much searching, discovered the address at foot of another advt. Here we were "a day after the fair," as the coveted prize had been snapped up the day before. However, the advertiser proved to be a maker just commencing business by name; and he took my order for a new 50-inch, on the model of Keen's Eclipse, just then coming into fashion. This was, I believe, the first departure from the socket steering arrangement, and the head was very much like a D. H. F. Challenge, only that of course the forks were single and solid. The spring was not fastened at the tail to the backbone; the pedal pins were welded into the cranks, which were not detachable. There were about forty spokes to the front wheel, and the brake had an upright handle, and consisted of a spool which, when applied, cast all the mud on the wheel directly into the corner of my left eye. The rubber pedals were much the same as the cheaper sort used now. The lamp was attached to the head by a clip under the set screw, just in the right spot to act as a buffer in case of a header; and there was no arrangement to take up any side shake caused by wear. I boldly essayed to mount my steed, and two seconds later found me on the macadam with cut knuckles, and the bike with a crumpled horn. After this experience I decided that I would not attempt to ride the machine home through the crowded London streets, but remembering that "discretion is the better part of valor," I gave —'s grinning 'prentice a florin to take it for me. On its arrival at my mother's house in the suburbs, nothing would content me but a ride in the delightful English twilight; and with the help of a friendly lamp-post I got a mount, and without mishap I arrived at Notting Hill, in which neighborhood a fair one resided whose favor I wished to gain by a display of my prowess. I made a rather undignified dismount at her gate, as the best I could do was to come to a stop, and let the machine fall over; but even that was more graceful than "clinging passionately" to a lamp-post, which I was forced to do to get "on board" again on leaving.

After several excursions in the gray dawn, I managed to learn to mount and dismount by the step, and began to consider myself quite an adept. About this time an alteration was made in the rules of our club, making it a hare-and-hounds club in winter, and bicycle club in summer; and on Saturday morning early I started from home on my wheel, with a satchel over my shoulder, making a detour round London to the

neighborhood where the headquarters of our club were situated,—about fourteen miles,—in order to join an informal excursion of the members in the afternoon. After breakfasting at a friend's, I took my city-going toggery out of my satchel, dressed, and hied me to the office, returning all agog about three o'clock to find the party would not start till five. While assembling, the question where to go arose; the novices, of course, not taking part, but listening with awe to the list of places the captain and other old hands rattled off familiarly. At last a decision was come to in favor of the "Polehill Arms," on the Sevenoaks road, reached by miles of splendid roads, running through the Kentish hop gardens, just then in the zenith of their beauty. Had any one asked me how far we were going, I should have promptly replied, "About five or six miles I suppose." Imagine then my dismay when I found, on inquiry, after travelling about seven miles on top of my fourteen in the morning,—I who never did more than ten in a day before,—that we had not gone half-way, as in fact our destination was seventeen and one half miles from the start, and the last four miles a steady up grade. I got to within two hundred yards of the top of the hill, then came off, and hastening to the hotel, stripped and applied cold water to my exterior, and cold something else to my interior. A jolly good meat tea, with "sing song" and cigars, and a hot drink after, set me up again, and about nine we started home; and except that I had to be assisted on and off at our numerous stopping places, I reached home, without mishap, barring a runaway down hill in the dark, and at the foot a cropper on some new metal. Total, forty-nine miles for the day. I was so elated with this performance that nothing would satisfy my ambition but a tour. Charlie Evitt was also "anxious for to shine in the high wheel riding line," and we determined to do something grand, though we were not settled in our minds where to go. We thought of trying Brighton and back in the day (one hundred and four miles; but the captain dissuaded us, and at last we fixed on a week's tour as just about the mark. I found an old and very useful book in the library at Lloyd's, called "Paterson's Roads," giving the direct routes from London to every place of importance, and lots of cross roads as well. We mapped out our journey from this, taking down a list of the places we should pass through on small cards; and obtaining furlough from our respective chiefs, we made preparation for our trip, which I will describe in my next. Some of the machines that were in use in our club at that time would amuse you to see nowadays, yet we thought them very fine. Ball and roller bearings were unknown. One 52-inch, weighing about seventy pounds, had a very strong back wheel, and the back forks terminated in springs spread out to the size of the sole of a human foot; on these the rider

could stand and coast down hill without any danger of a header. Another had a spring terminating in a gigantic scroll with a slit in it, through which it was fastened to the back-bone, making a seat as easy as an arm-chair. Another was finished off in front with a tiger's head, and had a metal chain communicating with a back-wheel brake, which chain kept up a most unmusical jangle all the time. Bells, hub lamps, and cyclometers we knew not, and bugles were unheard of. Our uniform consisted of a blue knickerbocker suit of any pattern, according to the rider's taste, and some wore straw hats, some polos, and some cricket caps. A man who made his appearance in gloves was laughed at, and ended by taking them off. But we were hard riders, and twenty miles out to tea after five o'clock we thought nothing of, and would come spinning home over strange roads in the pitchy darkness at a rate that would make my more sober blood curdle nowadays, though I never yet knew a man to have a bad spill in the dark.

KANUCK.

MONTREAL, 20 February, 1882.

French Notes.

THE first number of *La Revue Velocipedique* came out 15 January, with a supplement. It is a paper of four pages, of about twice the size of those of the BICYCLING WORLD. It is published in Troyes, France, and is devoted exclusively to bicycling interests. It gives considerable space to bicycling affairs in Paris, and finds room in its columns for news from England, Belgium, Germany, Austria, Italy, and America. The first number has also the commencement of a continued story, entitled "*Le Tour du Monde en Velocipede*," which means, it need hardly be said, "Around the World on a Bicycle." This story is from the pen of Mr. Richard Lesclide, secretary for Victor Hugo, and is said to be as full of interest as the most interesting tale of Jules Verne, and much more probable. This story first appeared about a dozen years ago, in the days of the velocipede, in *Le Velocipede Illustre*; a paper which, like bicycling itself in France, fell a victim to the Franco-German war. It gives us pleasure to compliment the management of the new paper upon the handsome appearance of the opening number and the variety and interest of its reading matter. We wish it every success, and are pleased to note that *Le Sport Velocipedique* welcomes it with similar expressions of good feeling, and quotes quite freely from its columns, although the two papers must, in some measure, be in competition.... The article and illustration reproduced by us from the *Ontario County Times* (see page 22, No 2, current volume), entitled "The Bygoneship," has just appeared in *La Velocipédie Belge*. The illustration has been improved slightly by the addition of the figure of an astonished-looking individual in the background. By the cut of his clothes, and from the fact that he did not appear in the original drawing, we

conclude he is a Dutchman. His mouth is wide open, the six hairs on his head stand straight on end, his ears are singularly prominent, and his upraised arms if lowered to his side would reach nearly to his feet. Altogether the artist has achieved a remarkable success in this attempt, and we hope he will try again. The description of the "Bygoneship" accompanying the picture, is an excellent translation of the English as reprinted by the WORLD. S.

Hand Painting.

BENEDICT and bicyclist

Two happy years I've been;

Now upon my little wheel

Care doth sit and grin:

For my wife, my sweetest Nell,

Is her lesson pat in;

She has learned to paint upon

China, silk, and satin!

Every night her busy hands

Now design a daisy,

Now a bird or butterfly,

Now an owl gone crazy;

While she softly murmurs, "Dear,

Could you bring a bat in?

Such a novel thing to paint on

China, silk, or satin."

"Rich, not gaudy" is my garb,

As the bard has written;

On my necktie is no place

For a painted kitten;

And my meerschaum pipe, alas!

Rivals my cravat in

Sketches,—Nellie still will paint on

China, silk, and satin.

"O Fred! I've been looking all over—

I've such a surprise for you, dear;

You'll never divine it; moreover

It's something quite unique and queer.

"You've noticed this week I've been quiet?

No? Well, I've been wondering whether

It wouldn't be nice to learn to paint

Oo different kinds of leather;"

"And I've learned: and late last night,—

For I meant to surprise you, you know,—

On your bicycle saddle I painted—in white—

Three beautiful owls in a row."

L. H. S.

CURRENTE CALAMO

SPRING riding has fairly opened in New York, and on Saturday last the roads "were full of 'em."

THE Louisville cyclers inaugurated the road-riding season of 1882, on the 19th ult., by a run out to Middletown.

We are glad Director Hazlett is going to add his marine bicycle to the machine exhibit in the Institute Fair Building, Fast Day.

THE New York *Sunday Courier* nominates W. H. Reid, of Rochester, and Fred. G. Bourne, of New York City, for League Directors of that State for the ensuing year.

THE tricycle fever has struck the Jefferson (Ky.) ladies, and where a Kentucky girl's foot propels the three-wheeler it will cover more ground than anything outside of Chicago.

BICYCLERS, attention! Turn to the announcement, on another page, of the grand Race Meeting of the Boston Bicycle Club for the afternoon of Fast Day, and "when found make a note of."

INTENDING purchasers of wheels this season should not omit, before finally deciding on the kind, to call at C. R. Percival's, and see what he has to offer from his varied stock of English makes.

THE Chicagoans as well as some of our correspondents seem now to be in earnest about the League Meet in the Garden City; but suppose, after all, none of the places now prominently named should be selected?

As Frank Eagan, of New York, was riding recently, a foolish dog got in his way, and tripped him a header, whereby his watch and chain, worth \$75, was detached; and before he could return and pick it up it was crushed utterly by passing carriage wheels, and rendered of no value except as old metal.

TRICYCLING bids fair to get a good start here this season. Several prominent bicyclers of Boston and vicinity are contemplating the purchase of three-wheelers ("sociables," of course, for the company of their lady friends), and we hear that at many of the riding schools, ladies are frequently seen acquiring the rudiments of tricyclic propulsion.

A YOUNG man named A. Lincoln Burgess, aged twenty years, and son of William Burgess, of Lynn, Mass., died in that city, 17 February, supposed from the effects of a severe fall from his bicycle some time last summer. He was an estimable young man, and much beloved among his friends and associates, and was one of those lives which the community can ill afford to lose.

THE contributor of "Bicycle Notes" in the Boston *Sunday Courier* says, "A large number of dentists are bicyclists, but as far as known, not a single physician." This is an error, for we recall three most enthusiastic wheelmen in the medical fraternity and have heard of several others. Those we refer to are Dr. Blackham of Dunkirk, N. Y.; Dr. O'Brien of Scranton, Pa.; and Dr. Chapin of Glen's Falls, N. Y. We would be pleased if correspondents would inform us of others whom they may know of.

A LETTER from Mr. T. E. Gilmer, of Charlotte, N. C., says that bad roads are the rule in that section, but there is much enthusiasm felt among the riders, enough of whom are already in practice there to form a club, which they intend to do in the spring. During the winter they have been practising fancy riding in-doors, and most of them have become very proficient. They intend to complete a fine six-lap track this spring, and do some racing. They are favored with the good-will of the community, and anticipate a large increase of riders. A wheel trip to the mountains is in contemplation for the summer.

As Mr. W. W. Stall was riding out over the Mill Dam last Sunday afternoon, a wagon driven rapidly came up from behind, colliding with his pedal in passing, but fortunately not injuring or dismounting him. Mr. Stall at once gave chase and overtook the team in Union square, and turned the two fellows over to the mounted police. They were taken to Station 14, where they gave their names as Jones, residing at 79 Dover street. The station captain offered to run them through for reckless driving; but as he had received no damage, Stall declined to proceed, and they were discharged with a reprimand.

WE had the pleasure one day last week of meeting and listening to Mrs. M. McClellan Brown and Miss M. Florence Mosher, the former the mother of one of our enthusiastic Pittsburg wheelmen, and the latter an occasional contributor to the columns of the BICYCLING WORLD, and a resident of Baltimore. The ladies were lecturing in this State on temperance, under the auspices of the Massachusetts Temperance Alliance, and did, without question, effectual work for their cause by their earnest eloquence, personal attractions, and winning manners, which qualities both possessed in an eminent degree. The younger lady was especially charming in elocutionary recitation, and each possessed the happy faculty of aptly pointing their arguments by illustrative anecdote and witty but refined satire.

The Centaur of ye Earth.

O SEARCH ye for pleasure, or search ye for health!
O seek ye for wisdom, or seek ye for wealth!
Be ye short, be ye long, be ye fat, or part bone,—
There's a pleasure in store which this world hath not known!

'T is to mount the fleet steed with his metal of fire,
'T is to break a black stallion that never claimed sire,
'T is to ride this wild colt, that was foaled of cold steel,
And to join the Night Errants for whoa or for wheel.
In sports or in pastimes there's naught to compare
To the ecstatic joy as you cleave through the air.
Then the warm blood comes bounding through each tiny vein,

And the man in life's prime reassumes youth again.
'T is the "fountain of youth," 't is a well-spring of joy,
'T is the ne'er-fading beauty that never will cloy.
Around this frail wheel there's a magical spell,
Which nought but a bicycle rider can tell;
An indwelling charm, that shall never depart
While a fleet horse is dear to the proud owner's heart.
You've health and you've wisdom when perched on this steed,

That's fearless of "locies," and never needs feed;
That ne'er has the staggers nor glanders nor heaves,
Nor dies on our hands without asking our leaves.
He's saddled and bridled for the coming hour,
Just like the famed steeds in Branksome's good tower.
Thus 'spoke' the too 'cranks,' who were two 'tired to 'pedal,'

And gave up the race for the spring leather medal.

IRA JOYCE.

PHILADELPHIA, 28 February, 1882.

In response to our request for the records of riders who accomplished 100 miles in a day in 1881, we have received two. Geo. D. Gideon, Philadelphia, Pa., 108 miles in fifteen hours. A. G. Powell, Philadelphia, Pa., 110 miles in thirteen hours. Both the above rides were from Philadelphia to New York.

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

L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

MISSOURI BI. CLUB.—Additional: G. M. Francis, A. G. Francis, both of Hickory street, St. Louis, Mo.; J. G. Knowlton Windsor Hotel, St. Louis, Mo.

CORTLANDT WHEELMEN.—New club.—George A. Wardsworth, B. F. Ferris, S. F. Horton, all of Peekskill, N. Y.; E. F. Hill, D. C. Hasbrouck, of Peekskill, N. Y., already members L. A. W.

UNATTACHED.—F. H. Evans, 182 Charles street, Providence, R. I.; F. H. Childs, 5 Hartford street, Boston, Mass.; W. Mitchell, Delaware, Ohio; A. A. Haserick, 256 Commonwealth avenue, Boston, Mass.; Fred. A. Nield, Newburyport, Mass.; Thomas B. Somers, Millville, N. J.; Frank W. Tefft, F. F. Georges, both of Cheshire, Conn.; T. O. Shepard, St. Mark's School, Southboro', Conn.; Frank N. Parker, Union, S. C.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—How are the tires on the bicycles of trick riders, who are travelling through the country, fastened on? They seem to ride without ever giving a thought of the unfastening of their tires.

WILKESBARRE, PA., 20 February, 1882.

Editor Bicycling World:—In regard to "Scrub's" inquiry, in your issue of 24 February, I placed an extra step on the right side and found it very convenient. His suggestion in regard to the step being directly behind is a good one, and I hope the manufacture will soon be changed.

ALBANY, N. Y., 27 February, 1882.

Editor Bicycling World:—In answer to query of Ellsworth, of Newburyport, I would say that Worcester and the party refuse to own Jones. Jones was not one of us, though Worcester has a Jones. We are sorry for you, Brother Ellsworth, but it looks as if you would have to hunt up Jones; for the only red pant in our party was the spokes of a Special Columbia, —all the rest painted black, with gold striping, except head, handle bar, and cranks, which were bright. Try Jones.

ONE OF THE PARTY.

WORCESTER, MASS., March, 1882.

Editor Bicycling World:—Will some of your correspondents give through the columns of the WORLD their opinion of the Shadow as a light-weight roadster? BOSTON, 6 March, 1882.

G. M.

BOOKS AND PAGES

OUR LITTLE ONES for March is full as charming as any of its predecessors, the simplest pictures on the simplest subjects holding the glances of grown-up folk and children alike. The contents (pictures and subjects) embrace "How it Rains," "Sly-Boots," "The Wasp," "The Nest Stealer," "How the Tea Kettle went to Paris," "The Captive Bumble-Bee," "The Hen that Brooded Kittens," "About a Queer Man [Diogenes]," "The Evening Lesson," "The Boys that helped Move," "Kitty's Basket Ride," "Little Brook," "Baby's Lamp," "Fanny's Cuckoo Clock," "The Katydids," "Petty and Brindle," etc. The Russell Publishing Company, Boston.

THE WHEELMAN'S YEAR BOOK, published by W. D. Welford, Newcastle-on-Tyne, Eng., affords us an opportunity of reviewing one of the most complete and useful books ever compiled for the use of bicycles. In addition to a complete almanac and diary for the special convenience of riders, it contains in a new and attractive form everything which a bicyclist wants to know; a list of clubs of every country, with name of captain and secretary; also a separate compilation of clubs, in chronological order, from 1869 to 1882. A review of the year, with principal events, list of club championships, results of principal London handicaps for 1879, 1880, and 1881, and a full and carefully prepared racing calendar for 1882, forms a chapter of inestimable value. The book is as full of meat as a nut, and represents an immense amount of labor and research. It is mainly of a statistical character, all useless and light matter being rejected for what is desirable to wheelmen who wish to know the standing and growth of cycling. Price, fifty cents. Orders received at this office.

THE TRICYCLISTS' VADE MECUM.—This is a new and valuable addition to wheel literature, the need for which has grown out of the rapidly increasing interest in the tricycle and its development. It is a handsome and clearly printed pamphlet of nearly 200 pages, and briefly but comprehensively describes every manufacture of tricycle in England up to the present year, about 150 in all, besides giving illustrations of nearly all. It also gives accounts of the origin and development of the tricycle and tricycling, with instructions about buying, riding, touring, costume, diet, racing, care of machines, a list of clubs, and much other information of interest and utility. It is edited and published by Charles Cordingley, editor of the *Tricycling Journal*, Hammer-smith, London, W. Orders received at this office for copies. 38 cents, postpaid.

Boston Amusement Record.

BOSTON THEATRE.—The Ideal Opera Company in "Olivette," "Fatinitza," "Pinafore," "Czar and Carpenter," "Musketeers," "Bells of Cornville," "Mas-cot,".....BOSTON MUSEUM.—"Butterfly Fever." Saturday evening, benefit of Annie Clarke.....GAIETY THEATRE.—Willie Edouin's Sparks in "Dreams.".....GLOBE THEATRE.—"A Celebrated Case".....HOWARD ATHENÆUM.—J. Z. Little in "Nuggets.".....PARK THEATRE.—Rose Eytting in "Felicia.".....WINDSOR THEATRE.—"Skiff's California Minstrels."

FOR SALE OR EXCHANGE

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

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

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

WANTED.—A good second-hand Bicycle, 50 or 52-inch, must be in good condition, and for sale reasonable. Address H. E., 17 Forest street, Cambridge.

FOR SALE.—A 50-inch Harvard Roadster, nearly new. Cost \$150. Lowest cash price, \$90. G. H., BICYCLING WORLD Office.

WANTED.—A second-hand 52-inch or 54-inch Special or Standard Columbia. Describe machine and state price. Don't reply unless you are willing to sell cheap. Address Bicycle, Box 1,757, 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.

Full particulars will be announced shortly.

The arrangements contemplate a meeting at ten miles between the Professional Riders

JOHN S. PRINCE, of Boston

(Claiming the title of Champion of America), and

Prof. F. S. ROLLINSON, of Chicago

(Also claiming the title of Champion of America).

Preparations are also being made for a five-mile Amateur Handicap, in which some of the best of our amateur riders are expected to compete; and for mile races from scratch, three riders in each heat, and a final heat between the three winners.

E. C. HODGES, *Chairman,*

J. S. DEAN, *Sec.,*

FRANK W. WESTON, *Manager,*
COMMITTEE B. B. C.

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 CLUE 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.

MISCELLANEOUS.

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

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 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.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

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

PRICE.....\$120.00.

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

PRICE.....\$117.50.

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

PRICE.....\$100.00.

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

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

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

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.

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 VELOCEPEDIQUE.—Weekly. J. 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.

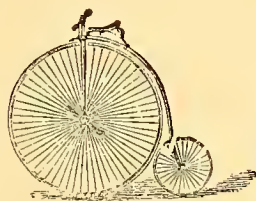
THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, 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.

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.



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.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information,—rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:—

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

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.

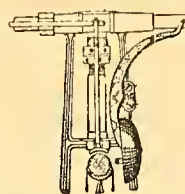
The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

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.

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.

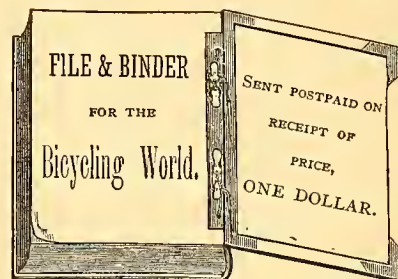
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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.

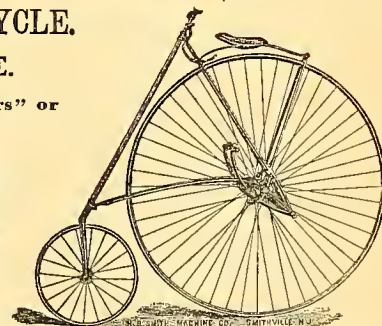


FILE & BINDER

FOR THE

Bicycling World.

SENT POSTPAID ON
RECEIPT OF
PRICE,
ONE DOLLAR.



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 n't* — 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 Sturme, 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 and Tricycles.

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

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COVENTRY MACHINIST CO.	HILLMAN, HERBERT & COOPER,	LAMPLUGH & BROWN,	WM. BOWN (Æolus Ball Bearings).
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WARMAN, LAXON & ASLATT,	JOHN HARRINGTON & CO.	R. LANGTON & CO.	Etc., Etc.

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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.

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