

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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[Vol. V.

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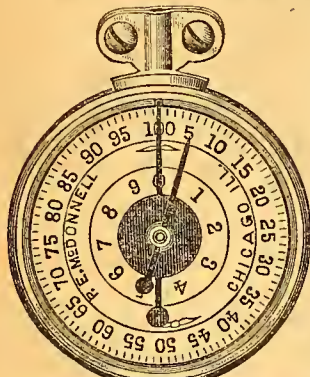
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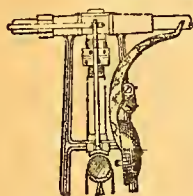
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Manchester to Milford, N. H.

FOUR members of the Manchester (N. H.) Club recently made a fraternal visit to Milford's lone rider, Mr. J. P. Melzer, and were treated to an inspection of his very complete collection of stuffed birds, etc. It will pay touring wheelmen to hunt him up. The road to Bedford (4 miles) is about half sand and hill riding (and walking); but from Bedford to Amherst (7 miles), and Milford (3 miles), the north road averages good, for strong riders, having a good surface, with few bad hills, though plenty of small ones. The south road was taken on the return trip, and found to be more sandy, with more bad hills. SCRIBE.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists 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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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 20 OCTOBER, 1882.

THE LEAGUE.

WE trust that the officers of the League, at their meeting to-day, will give more than a passing attention to the subject of State, county, and other sectional wheel organizations, which are beginning to form in various parts of the country. These are the natural outgrowth of wheelmen's desires for something tangible, and are likely in time to swallow up the interest which ought to be felt in the National League, unless the latter shall do something to make itself felt as an immediate friend and co-worker with every member and club everywhere. There ought to be no necessity for these independent associations, nor even for distinct State divisions under the L. A. W., if only the officers, both Na-

tional and State, would keep themselves in communication with each other, and with their consuls, to learn sectional, local, and even individual wants and happenings. The plan of the League is ample to meet all requirements of its members; it only remains for the officers, and particularly the chief consuls and representatives, to use their best endeavors to carry out the details. It is too near the time of the meeting for us now to more than suggest the subject to the attention of the board, hoping that they may be induced to devote a large portion of their sitting to a consideration of the question. How best may the interests of the League of American Wheelmen be subserved, its usefulness enhanced, and its integrity as a strong national organization be maintained?

THE AMATEUR RULE.

IN our last issue, among several notices of proposed amendments to the L. A. W. rules, to be submitted to the board of officers at the meeting to-day, were two propositions to change rules 25 and 26, in relation to amateurs and professionals. These rules were considered and adopted at the general meeting of the League in Chicago last May; they express the ideas and wishes of the great majority of the members; they are in harmony with the rules of the Bicycle Touring Club, and of the National Athletic Association; and although the board of officers may have the power to change the entire code, and the constitution itself, at its discretion, it should be wary in exercising that power against the desire of the general body. The rules in question are not local ones, nor were they framed to meet the circumstances of individual cases; but they are founded upon broad principles of proven merit, and meet the general wants of wheelmen, as well as being identical with those adopted by the leading associations with which the League is closely allied. It is with regret therefore, that we notice this attempt to change them, adopted as they were by the old board of officers, whose action was confirmed by the general convention. These changes, if made, can only do harm, as tending to create more laxity among wheelmen, and to lower the tone and standing which bicycling now holds among other athletic sports. We earnestly urge, therefore, all members of the board to carefully consider the proposed amendments, and their probable intent and effect, and not thoughtlessly or indif-

ferently permit so important an alteration to pass unchallenged. These rules were not lightly made; they were the results of much thought and discussion; each sentence was thoroughly weighed and examined, and no rule in the entire code has been so carefully prepared nor so jealously watched and nurtured as these.

WHOLLY FIGURATIVE.

MR. PRATT, in the *Wheelman*, referring to the examination of the president of the Pope Manufacturing Company by the tariff commission, says: "This gentleman was well qualified to represent the bicycling industry of the United States in its various phases, as well as bicycling and tricycling interests of every variety amongst the users of these machines." As his testimony was largely made up of figures, both of speech and numbers, let us examine a few of the latter, and perhaps we may be better able to judge of the gentleman's qualifications. While adhering to the letter of his recitation, Col. Pope is glib and at times eloquent; but when his carefully prepared remarks happen to be broken in upon with some relevant but unforeseen question by a member of the commission, he gets a little mixed, as it were, and has to answer at his own discretion and without the aid of his legal prompter, the latter's theoretical knowledge of mechanics and business not fully anticipating all the cross-questioning to which the Colonel might be subjected. For instance, in the report of the interview which he and Mr. Pratt allowed to be published in the *Wheelman* occurs the following: —

Question (by Commissioner Oliver). What do bicycles weigh? Answer. They weigh from forty to fifty pounds.

Q. How much of that weight is steel? A. I should think all but ten pounds at least, — say from thirty to forty pounds. . . . Some of it costs fifteen cents a pound, and that would be about six or seven cents for the duty.

Now taking the Colonel's figures at the maximum, forty pounds of steel at twenty-two cents (which includes the duty) would amount to \$8.80 as the largest possible cost of steel in a bicycle made in this country from imported material. Again to quote from the report: —

Q. Have you made any estimate of the duties you pay? According to what you have stated, you do not pay over \$2 or \$3 to the government for every bicycle. A. Yes, we do. The cost of

steel in a bicycle is at least \$30 before you do any work; at forty-five per cent duty, that would be nearly \$14.

There is surely some discrepancy here. Thirty dollars' worth of steel at twenty-two cents a pound would put into a bicycle one hundred and thirty-six and four elevenths pounds, exclusive of rubber, horn, cement, leather, etc.; and we do not believe either of the Colonel's three machines weighs so much. Or if he uses only forty pounds of steel which cost \$30, the cost per pound must be seventy-five cents; or one hundred and thirty-six and four elevenths pounds at seventy-five cents would make the cost of the steel \$102.27; and that would make us marvel how Columbia machines can be sold so cheaply.

Mr. Pratt, not being bothered with interruptions by the commission, goes into figures in his article with more system, although we fear with much less accuracy of presentation, but fails to coincide with either of the president's statements of cost; which plainly shows there could be no collusion between them in this important part of the latter's testimony, for the former in a very ingeniously (and of course theoretically) constructed table of statistics places the cost of the entire material of a bicycle at \$21.75. Deducting the Colonel's first given maximum cost for steel (\$8.80) from this leaves \$12.85 for the cost of tires, handles, leather, cement, and paint; and this, by comparison with the Colonel's \$44 worth of steel, may be about right, although if we add to these items Mr. Pratt's statistics about labor, tools, and other incidentals, \$55, it brings the Colonel's expenses for the bicycle complete up to \$111.85. Yet he retails that machine for \$90, and is thought by some to be making a handsome profit. "Figures won't lie," we know; but like the figure seen clinging to a lamp-post, the figures of Col. Pope and Mr. Pratt will hardly stand. On the whole, we are afraid neither of these gentlemen is exactly qualified to represent the interests of wheelmen in this matter.

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.]

CINCINNATI BI. CLUB.—At a meeting of the club held 2 October, the following officers were elected: President,

Jos. F. Meader, Jr.; Secretary and treasurer, Fred Kinsey; captain, W. A. Whiting; lieutenant, J. K. Cady; trumpeter, F. L. Sargent.

MANCHESTER BI. CLUB.—The Manchester (N. H.) Bicycle Club elected the following officers at a special meeting held 10 October: President, Park H. Kelley; captain, Clarence H. Wilkins; lieutenant, Moses Sheriff; member of club committee, A. Ed. Batchelder. Capt. W. V. Gilman and Secretary E. M. Gilman, of the Nashua Wheel Club, were present as special guests of the club. After the meeting the club with its guests occupied a box at the Opera House, by courtesy of Ex-Gov. Weston, the occasion being a vocal and instrumental concert, with a scene from French opera.

THE Roxbury Bicycle Club announce runs as follows: Hingham, 22 October; Wellesley, 29 October; Lexington, 5 November. Starting time, 8.30 A. M. The club is in such excellent financial condition that the regular assessments have been discontinued.

RACES

Coming Events.

20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park this afternoon, at 3 o'clock.

21 October. Pullman, Ill. Two-mile and five, etc.
21 October. Stentoo, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

MILWAUKEE, WIS., 4 OCTOBER.—The first race meeting under the auspices of the Milwaukee Bicycle Club, was held at Janesville, Wis., Wednesday, 4 October. Nine wheelmen, including F. C. Bohri, L. M. Richardson and wife, F. O. Magie and A. W. Friese of the Milwaukee Bicycle Club, G. W. Dickens, and Parker Sercombe, unattached riders from this city. Frank C. Terry of the Milwaukee Bicycle Tourists and F. C. Bessell and J. H. Clement of Neenah, Wis., took the 4.20 P. M. train on Tuesday afternoon for Janesville. At Milton Junction the party was joined by L. H. Towne of Edgerton. Arriving at the "Bower City," the wheelmen were greeted by a large and enthusiastic concourse of residents, many of whom had never seen a bicycle. W. T. Van Kirk, secretary of the Rock County Fair Association, a most genial gentleman, and the "Bower City" Brass Band, who preceded the bicyclers in the march through Janesville to the Myers House, where ample accommodations and a hot supper had been provided by the agricultural association; likewise railroad tickets, baggage wagons, cigars, liquid refreshments, theatre tickets, in short every thing to make the heart of the wheelman glad. The boys all retired before eleven o'clock, and enjoyed several hours of good rest, awakening at 6 A. M. under the sounds of loud and continued rapping by a ubiquitous

bell boy, who was up early drumming up trade (shine yer boots) and dreamy pedal drivers. The races began at ten o'clock, the first event, a one-mile dash, calling out four riders, F. O. Magie, Parker Sercombe and A. W. Friese. The track was heavy and lumpy, and the wind blew steadily and briskly in the faces of the competing wheelmen two-thirds of the way around the track. The race was closely contested, Sercombe winning in 3.50, Friese a close second, Bohri third, Magie fourth. The prizes consisted of a finely engraved gold medal to the winner, and a nickel-plated "King of the Road" hub lamp to second. The quarter-mile dash was a hot race. Dickens winning in fifty-five seconds, F. C. Bissell second, L. H. Towne third, Clemens fourth, and Terry fifth. Dickens's prize was a McDonnell cyclometer, and Bissell's a Lamplugh & Brown suspension saddle. The five-mile dash was raced by Messrs. Sercombe, Towne and Friese. The men got away beautifully, Sercombe having the pole, with Towne second, and Friese on the outside. At the first turn, Friese took the lead at a good pace, with Towne heading Sercombe. At the finish of the first mile, Towne dropped out, and Friese easily kept the lead during the next four miles, but at the distance stand of the fifth mile, Sercombe suddenly spurred, winning by a length in twenty-two minutes, and receiving another gold medal, Friese getting an elegantly engraved silver medal as second prize. The two-mile dash was won by L. H. Towne, of Edgerton, with F. C. Bohri second. First prize, a L. A. W. pendant badge; second prize, Acme bicycle stand. The track is level, smooth, and fast in dry weather. Sercombe is a coming racer, and promises well. The machines ridden consisted of a D. H. F. Premier, 6-inch roadster, 58-inch Harvard, 56-inch Special Columbia, five 54-inch Columbias, Harvards and Premiers, and a 52-inch Standard.

A. W. FRIESE, Sec.

RIVER HEAD, LONG ISLAND, N. Y., 4 OCTOBER.—Bicycle race at fair grounds. Half-mile—two in three heats, J. Morse Hallock of Northville, first and third heats; E. Hudson, second heat, and coming even on last; best time, 1m. 42s.; prize, \$10 cyclometer.

HARRISBURG, PA., 4 OCTOBER.—A professional mile handicap between H. Wilson (20 seconds), Louise Armaindo (10 seconds), and W. J. Morgan (scratch) resulted,—Morgan, 3m. 33s.; Armaindo, 3m. 55s.; Wilson, 3m. 39s. A five-mile handicap between Wilson (1 minute), Armaindo (40 seconds), and Morgan (scratch), was won by Louise; Morgan second; Wilson third. Morgan also won a half-mile scratch race against the trotting horse Woodlawn.

TORONTO, ONT., 7 OCTOBER.—The first annual field meeting of the Toronto Bicycle Club was held at the Exhibition Grounds; weather pleasant. 1-mile—J. Dudgeon, 3m. 50s.; Campbell, 3m.

51s.; Boyd, 3. Slow race, one eighth of a mile—Blachford, 1; Stern, 2; Smith, 3. Wooden bicycles, boys—Brown, 1; Mason, 2; Jarvis, 3. 2-mile club championship—Campbell, 7m. 31s.; Dudgeon, 7m. 35s.; Boyd, 3. 1-mile, open—P. Doolittle, Aylmer, 3m. 54s.; P. K. Stern, 4m. 7s.; Fleury, Aurora, 4m. 10s. Combination race, quarter-mile running with machines, quarter-mile wheeling machines with little wheel in air, quarter-mile with small wheel in front, and quarter-mile riding—H. Ryrie, 1; A. E. Blogg, 2; R. T. Blachford, 3. Fancy riding, open—P. Doolittle, Aylmer, W. O. Consolation race—E. Y. Eaton, 1; G. Edwards, 2. — *Spirit of the Times*.

LEWISBURG, PA., 7 OCTOBER.—A professional mile handicap was won by W. J. Morgan (scratch), in 3m. 15s.; Louise Armaindo (10 seconds), in 3m. 18s.; T. Barrett (20 seconds) third. A half mile scratch race between Morgan and trotting-horse Starry Cloud was won by the former in 1m. 22s.; horse, 1m. 25s. A half-mile handicap between Louise Armaindo (150 (?) yards), and Starry Cloud (scratch), was won by Mlle. Armaindo in 1m. 30s.; horse, 1m. 33s.

IN BRIEF.—Meriden, Conn., 19 September. Two-mile—J. F. Ives, 8m. 3½s.... Berea, O., 20 September. One-mile—G. Collister, 4m. Half mile—F. Lamkin, first.... Haverhill, Mass., 26 September. Two-mile—H. H. Gage, 6m. 42s.... Sharon, Pa., 29 September. Half-mile handicap, best two in three—C. B. Schrom, 100 yards, two straight heats, 1m. 52s. and 1m. 49s. V. C. Place, scratch, second.... Newark, O., September. Half-mile, in heats—J. Simpson, two straight heats in 1m. 47s. and 1m. 53s.... Brockton, Mass., 5 October. One-mile—Herbert Carr, first, in 3m. 29s. Two-mile—Herbert Carr, first, in 7m. 13s.; J. Wattle, Jr., second.... Northampton, Mass., 6 October. One-mile—E. C. Clarke, two straight heats, in 3m. 5s. and 3m. 47s.... Montreal, P. Q., 7 September. Amateur Athletic Association Bicycle Championships of Canada. One-mile—G. M. Smith, Montreal Bi. Club, 3m. 44s. Five-mile—F. C. Holden, Montreal Bi. Club, 19m. 55s.... Hanover, N. H., 4 October. Dartmouth College fall sports. One-mile bicycle race—J. Rogers, 4m. 44s.... Elmira, N. Y., 7 October. Two-mile—Bowman, 7m. 24½s. One-mile—Zimmerman, 3m. 45s. Half-mile—Murray, 1m. 46½s. Quarter-mile—Judson, 49½ seconds.

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.]

Bicycle Construction.

No articles in your valuable organ give me more pleasure than those on

wheel construction. In the hope of bringing something acceptable to others of like mind, I make these suggestions. What with exorbitant tariff and royalties on effete patent rights, our machines cost us much more than is agreeable. Our only comfort would seem to arise in the hope that the vehicle was possessed of great powers of durability. That the construction of our best bicycles has reached an excellent stage, we are willing to admit, yet too often, like its counterpart of flesh and blood, it develops spavins, ringbones, splints, or weak joints.

In the matter of securing tires we have nothing satisfactory. I have been hoping to see a report of the American Star endless-wire method in your paper. Deep U rims are much better than the old-style V's. Two months' usage of my Expert shows but slight abrasions, but even this is more than I fancy. Give us something better. Would moulding the rim after the pattern of a dust shield, inclosing two thirds of the tire, serve the purpose?

Rear cone bearings are constructed in good shape to wear out. The fixed cone is good for one season. Why not thread both cones to rear bolt and have nuts at both ends outside the fork, so the weight could fall on various sides of the cones in adjusting the bearing? The same is true of ball-bearing cones, threaded at both ends but held in one position by a nipple. Why not give us half a dozen holes for that nipple; or do the cones wear sufficiently long to suit the makers as they are? Single ball bearings are all that is desirable. They admit of narrow tread, and this is very essential. The builder who puts up a new machine more than thirteen inches between centres of pedals makes a great mistake. Then they are more easily and certainly adjusted than double balls and better exclude the dust.

Wanted: A better ball-bearing pedal than is now in the market. Give us a good-sized spindle same as Expert parallel pedal, felt dust washers, and one quarter of an inch between pedal and crank.

The Expert roller clip for saddle spring is an expert humbug: it wears flat in a week. Give us a half-inch barrel on same journal and it would do better.

Don't remove the dust shield from your bicycle unless absolutely necessary, or your pious soul (and it needs to be pious for such work) will be vexed in replacing those infinitesimal screws.

This article is not offered as light for the "Indispensable" author; nevertheless, Brother Henry, who suggested the rubber tire? It came not from the (gentiles) Gent Isles.

O. DOWNS ALLISON.

New York Letter.

Editor Bicycling World:—I wonder—how I wonder!—where all this rain comes from. Ever since last Sunday, from morn till dewy eve, day after day have we had drizzle, drizzle, rain, rain,

without stint or stay, until now Sunday dawns bright and clear, with the roads hard, smooth, and elegant, and the consequence is that a large number of riders are out scouring the country, some to Yonkers, some to Jerome, some along the Western Boulevard; but the greater part, to number of twelve or fifteen, gather at the Polo Grounds, where Pitman, Rood, Thompson, Sanford, and others of that ilk are racing (and chasing, as "o'er Canobie Lee"). The day rewards us for the dampness and general dreariness of the first part of the week, and we are happy, and "look happy" (thank you, Parsons).

The event of the week, of course, has been the little excursion of the "Cits" to Boston and its consequences. The excursion from every point of view, according to what I hear and what they say of their treatment in Boston, was a success and a joy from the word go! The consequences are, a near approach to death of all who stayed behind, as the danger of being talked to death is great. I would have thought that Oliver would have come back pretty well blown out; but no, he no sooner buttonholes a body but off he starts,—"When I was at Boston," etc.; "I tell you, boys"; and "Oh, what roads! Sandpaper? Well, I should blush to murmur." He makes me weary.

They have dubbed Doc Beckwith "The Long-Legged Venus" since the steamer story has come out, and I think that Oliver makes a good Mars. There is no doubt that they are clean gone on the subject of out-of-town trips, and say that they are going to turn out about the same number for Philadelphia as they took to Boston; to which the Ixion will send about half a dozen, the Lenox about the same number, the New York two or three, and about five *unattached* members of the Manhattan,—notably Bourne, Jenkins, Jewett, Myers, and the bugle. (Oliver, where are you?)

The clubs are proposing to hold a caucus three or four days before going, to consider ways and means, and contrive some way of acting in concert; and I imagine they will go over in pretty good form. The Mercury I do not think will be represented, unless by proxy, as rumor has it that what is left of them (some three or four men) have joined the Lenox, since the latter has taken their room; if this is so, it will run the roll of the Lenox up into the thirties, and almost all of them active riders. And this reminds me that, painful as it is to my feelings, my own knowledge of it leads me to contradict a statement of Fred Jenkins in this week's *Wheel*, where he says that none of the New York clubs can turn out more than six available men apiece. The statement is absurd, as I can easily prove on evidence of the men themselves; for the Lenox, Citizens', and New York number on their rolls from twenty-five to thirty men apiece, and can easily turn out ten men, while the smallest club in the city, the Ixion, is made up of steady and persistent riders,

and turns out almost always to a man. Jenkins is of course excusable for thinking so, as, looking as he does at everything with Manhattan eyes, the decadence of that last-named organization must color the atmosphere remarkably. But we forgive you, Fred, for have you not at last "crossed the Rubicon" of mud on 59th street, and joined us at No. 4? Let bygones be the same, and take our hand as you come across.

The Ixion has a road race for the championship of their club booked for election day, with about half a dozen entries; the course to be from the headquarters at 59th street up to the Peabody House at Yonkers, fifteen miles in all, and a club dinner is to be served afterwards at the hotel. There are to be three medals, to be open to challenge until won in three consecutive races: one gold (first), one silver (second), and one leather (last); and it is whispered that their worthy president, Egan, is going to compete for the leather one. Great interest is felt in the event by all the local clubs, and there will probably be a great gathering at Yonkers, this being the first event of the kind in New York, though now that the thing is inaugurated, probably not the last. Although no printed invitations have been sent out (the affair being of the impromptu order), I understand that the club extends an informal invitation to the local clubs, and to those in the adjacent cities, to be at the meet, and participate in the consequent run and incidentals. I give the Ixion great credit for thus setting the ball a rolling, and stirring up the wheel community. They have in their club the antipodes of Doc Beckwith, in the shape of a rider, — a gentleman named Newman (*à la* twenty-four), who rides a 40 inch wheel; he is a comparatively new man, but he tackles the hill with the rest, and is likely to add a "y" to the name they have given him, "The Mite."

What I know (*a la Wheel*) is, that I have n't seen a Manhattan man, or heard from one, except through the *Wheel*, for over a month.

That Ixion has the prettiest, finest, and most comfortable quarters of any club in the city, due to the untiring energy of its members, led by their worthy officers.

That Jenkins is rapidly becoming Americanized. Formerly life was not to him worth having without his Harvard (and his Jewett); now he has sold his Harvard, and Columbia and Yale win in their turn his fickle heart, — the one his public, the other his private sensibility.

That Doc Beckwith has added another cubit unto his stature since his trip to Boston, and that there is now no living in the same place with him and his "Cits."

That Sanford is liable to go bankrupt in his proposed mile excursion against time on the Polo Grounds.

That the funeral of "791," to come off 31st inst., will be a big affair, as Presi-

dent Arthur, the Park Commissioners, and the *Graphic* artist (?) are expected to be present to take part in the impressive ceremonies, which are to be conducted by the chaplain, T. Hunt Sterry.

That Powell must have had a "friend at court," or the committee on the Philadelphia races would not have been so cliquish as to let a race appear on their programme "open to League members only."

That it must be a malicious fabrication that Frank Fullerton made one lap on the Manhattan track (as reported) in twenty-six minutes, or he would have put in an appearance since. No, Frank, we won't believe it; never fear.

And what Jenkins don't, but is trying to find out, is who "Chic" is. CHIC.

NEW YORK, 15 October, 1882.

Chicago Notes

CHICAGO has finally got a bicycle track that is unexcelled in this country. The Pullman Rowing and Athletic Association have constructed a six-lap course of finest cinder on their grounds at Pullman's, suburb of Chicago, and will open the same on the 21st inst., with a complete programme of games, in which the Chicago Bicycle Club have entered for two bicycle races; Messrs. Conkling, Brown, Mehrling, Vowell, Ayers, Philbrick, and Valentine. Prizes, gold and silver medals. Pullman is fourteen miles distant from the centre of the city, with boulevard half the distance, which, in another year, will be extended all the way. This will bring the place within easy riding distance on wheel.... The Chicago Bicycle Club, at a recent business meeting, decided not to join the League of Chicago Wheelmen as a club. The Owl Wheeling Club will probably do the same. The Aeriels have joined in a body. It is not yet clearly demonstrated to our wheelmen what the objects of the League are; and while this is awaiting a clear definition, members of the club are jealous lest it should in any way throw their clubs in the shade. The Chicago Bicycle Club is particularly jealous on this point, claiming that whatever has been accomplished for the benefit of bicycling in Chicago has been through its labors and influence, and now that everything is running along smoothly, it does not want to take a back seat, and allow a new organization to run things.... Messrs. Olds, Conkling, Ayers, Grote, Schimpeler, and Greenebaum wheeled to Pullman Sunday last, beating against a heavy head wind for fourteen miles, with the hope that all would be well on the return trip. It rained all the afternoon, so the return was made in the cars. Messrs. Miller and Mehrling went out on train, and all inspected the new cinder path of the Pullman Rowing and Athletic Association, and made arrangements for the races on the 21st inst.... The veteran element in the Chicago Bicycle Club have fought hard and successfully against changing the old gray uniform for a darker shade.

The subject has been thoroughly canvassed on all sides, arguments for utility and appearance being well ventilated, resulting in a unanimous vote to rescind the action of the previous meeting voting for a change. This virtually settles the uniform question for all time, and there is now no probability that a change will be again thought of, either in cut or color. We are now, and always will be, dark gray in coat and breeches, gray helmet and polo, fine black hose, and white flannel, shirt stitched and laced with red silk, and with red belt.... Mr. F. H. Irish, of the Owl Wheels, paid for racing in the dark with a bad fall, lacerating both hands. Dr. A. G. Kalcman, with Messrs. Graves, Punnett, and Smith, of the Rochester delegation, paid us a visit, *en route* home from Topeka, Kan. The tales they tell of the adventures experienced in their month's stay among the mountains and greasers of the Southwest are marvellous. STENO.

CHICAGO, 13 October, 1883.

Racing Rules, etc.

"CYCLOS" is on record against racing, but it is quite evident that racing is none the less popular with the boys; so "Cyclos" bows to public opinion, like a good citizen, and while retaining his evil opinion of racing, accepts the fact that racing there will be, and says, "If we must have racing let us make the best of it."

Now, I can't find my copy of the *WORLD* with the new racing rules of the L. A. W. [30 June, 1882. EDITOR] in it, but the main points appear to be, "if I recollect aright": First. All races, to be "regular" and to make records, must be from a standing start "No races under trotting rules allowed."

Now, why is this? Why should the committee insist on standing start? Why bar out all racing under trotting rules? I have asked these questions of several racing men, and all the answer I ever could get was that they "supposed they were based on the English rules." But why should we be tied to English rules? We doubtless have much to learn in matters bicycular from our English cousins, but we need not be servile copyists. It seems to me and to many wheelmen hereabouts that the flying start is fairest and best. It looks better anyway, and it is more in consonance with American customs and notions; and the same is true of "trotting rules." The trotting race is an American institution, and is more closely allied to bicycle racing than is the running (horse) race. It has been urged that by adopting the flying start and trotting rules, distance handicapping will be rendered impossible. That is doubtless true, and instead of being an argument against the flying start, is strongly in favor of it. This handicapping is too much a matter of judgment (of guess, in fact) on the part of the handicappers, who, if they are honest, as I doubt not all L. A. W. handicappers are, must feel the awkwardness of their

position; while if they are inclined to favor any special rider, they have altogether too much chance to do so.

Suppose we eliminate this element of judgment and substitute *figures*; make a man's standing in races a matter of *record*; make classes of riders in fact, according to best time made by each. Bunch the three-minute men in one race, the 30 men in another, and so on; and have a "free for all classes," for the "flyers" who can do their mile in 2.50 or less.

The races at Buffalo were from flying start, and mighty pretty races they were, and everybody satisfied. I believe they would have been held under L. A. W. rules, but for the fact that by so doing the flying start would have been barred.

There is a strong sentiment in this neighborhood in favor of the flying start; and if it is against the L. A. W. rules, an attempt to enforce penalties for their violation would simply result in depriving the L. A. W. of most of its membership in this section. No law can be enforced which is not supported by public sentiment, and the standing start cannot be enforced in Western New York bicycle races, however desirable it may seem to the wheelmen afflicted with Anglomania.

Please, Messrs. Racing Committee of the L. A. W., repeal, your interdict of the flying start, and at least leave it optional with the local clubs whether they will start their races from the standstill or "on the fly." I have no personal interest in this matter, as I have never entered a race and never intend to. I simply want to see the L. A. W. authorities put themselves *en rapport* with their constituents, and make such rules that all clubs shall be willing and *anxious* to conduct their races under L. A. W. rules and sanction, instead of going each club on its own "individual curve" as at present, because they cannot and do not approve of a set of rules which need "naturalization papers." CYCLOS.

A Western Opinion

WHEN we organized the Missouri Bicycle Club in this city, St. Louis, our first consideration was to join the L. A. W. We knew it would give us "Caste," and we wish to help and be helped. We never expected or wanted any financial support, but we had read that among the wealth of things possessed by the League, it kept constantly on hand printed decisions of various courts in reference to the rights and privileges of the bicycle. We read this, and felt safe. We knew that any day some one might endeavor to force us off the roads; and we knew where to look for support. Our first mild scare came from a report that a city councilman had put in a bill to exclude us from streets and parks. We intended to contest it. We wrote for the printed decisions; they never came; our letter was never answered; this occurred in July. Shortly after this, a party of our club were riding along properly on a

suburban road and met a fractious horse that promptly upset the buggy, throwing the driver out. The driver presented a bill which we refused to pay, of course, as we had used every precaution in riding. About the 12th of September he had subpoenas served on us, and trial set for 2d October. I, being one of the unfortunates, immediately wrote to the corresponding secretary of the League for those decisions. I registered the letter to know whether he got it or not. He replied promptly enough, stating the "letter had been immediately forwarded to Mr. A. S. Parsons, chairman of committee on rights and privileges, who will afford you every assistance in his power." In the meanwhile, the said driver saw the error of his suit and withdrew it unconditionally; but the chairman had no means of knowing this. The 2d of October has come and gone, but not so with the decisions which the League keep constantly on hand to mail at a *moment's* notice. We are cured; we may have in the future some decisions of our own, but none from the League, which has over fifty members in St. Louis, and who are in grave doubts of the efficiency of said L. A. W. I might mention that the medal won by one of our club in the mile race at the League Meet in Chicago, has never arrived. A certain commander was going to attend to it promptly last May.*

E. M. SENSENEY,
Chief Consul Mo.

St. Louis, 8 October, 1882.

*These races were under the auspices of the local wheelmen and not in any way officially connected with the L. A. W. Meet. — EDITOR.

Orange Wanderings.—Up the Hudson.

I USED to marvel greatly at the remarkable scarcity of metropolitan wheelmen who had made the run to Tarrytown. Everybody had been to McComb's Dam; the vast majority to Kingsbridge; a select few to Yonkers; but the famous Ben Jonson was not more rare than the New York cyclist who had propelled his wheel to Tarrytown and returned. The distance could not be the trouble, for it was only a paltry twenty-seven miles up the river. Report gave the road as fair to fine macadam, especially good in the upper half. What, then, could be the reason for this mysterious neglect? I found out the other day from those Jersey veterans, Smith, Brown, and Jones, who, sighing for pastures new, left their Essex roads for a day's jaunt in the domain of John Kelly and Roscoe C.

The ride from the 23d street ferry up 7th avenue to 59th street, over the Belgian pavement, was not especially enjoyable, and the Boulevard was hailed with relief. Now, this thoroughfare is a very bumpy one, and is so constructed as to bring out a peculiarity of vision essentially bicyclic. It is divided like Commonwealth avenue in Boston (which, for the benefit of non-residents, I will explain, is the home of H-dg-s and Hub Punch), and just as soon as one starts along one side, he find that the other

is incomparably smoother; but it doesn't stay so on acquaintance.

At Kingsbridge, Jones, who felt considerably "baked," suggested an inward lubrication. They took it in that royal beverage for wheelmen, Belfast ginger ale, iced, and sallied forth with fresh vigor to tackle the hills that were appearing thick and fast before them.

Hills! Jones remarked, as they got on the ferry-boat that night, that he was willing to make affidavit that there was not one hundred yards of level road on the whole trip of fifty-four miles. Next time he should take a dozen extra brake spoons and not wear himself out backpedalling. Tarrytown, he thought, should be a very celestial sort of place, from the amount of climbing necessary to reach it. Fortunately, the light Yales were fine hill-climbers, and only one or two of the most severe ascents were walked. The road-bed was good, through Hastings and Irvington to Tarrytown; it was superb, and the trio flew along, enjoying keenly the glimpses of Palisade and river, of handsome villa and private park; and as the stately Hudson widened into the Tappan Zee, they dismounted at a diminutive hostelry called the Vincent House, ascertained from a reliable source that it was the best one in town, and waited hungrily for dinner. Shades of Epicurus and Tantalus! Poor dinner and worse attendance. "One dollar, gentlemen."—"For the three. What? a dollar *apiece*?" Mental mem: Tarrytown is in urgent need of a good hotel and an energetic League consul. Until then, its name is a hollow fraud to 'cycling tourists.

Remounting a little after three, the return run was commenced. Now, it was an exceedingly foolish thing for these veterans to do right on top of a dinner, even though it was n't a very hearty one, but a horse and buggy overtook them just then, and went rattling past in the most unconcerned manner. Forty-five minutes afterward and ten miles down the road they pulled up, the horse far behind, each probably wondering if he possessed the only gastric remonstrance in the party. However, this soon passed off, as they took a more sober gait, and the ferry was reached without special incident, barring an oyster supper, which all voted the best they had ever eaten. It was unanimously resolved to request the L. A. W. to erect steam elevators at numerous points, and to warn all wheelmen to take their dinners along.

The run,

"Over the hills and far away,"

was a beautiful one, and much enjoyed by these "pampered Jerseymen," as the New-Yorkers are fond of calling them.

IXION.

TRICYCLING

The Dual.

THE Dual itself is in main outline and general character one of the open-fronted

class, having two forty-two-inch wheels in front, with an eighteen-inch one as rudder, these being constructed with seven-eighth-inch and three-quarter inch best moulded red rubbers, felloes of the Turkish crescent section, and forty and twenty stout spokes screwing direct into gun-metal hubs (six inches broad, with four-inch flanges). The form of frame is the usual hay-fork, now so generally associated with open-fronted machines. It is provided at the rear with a pair of forks and a rudder head of the Stanley persuasion. Instead of the usual chain on the left-hand side for driving, cog wheels are made use of, and here the peculiarity of the machine comes in. Instead of having three fixed cog wheels upon one side, driving one wheel only, it is provided with a double set, but in this peculiar fashion: First, upon each main axle, and also upon each end of the crank shaft, is one of these wheels, two sizes of which are brought into requisition, and alternated into position. Thus, whilst upon the left-hand driving wheel is attached one of the larger size, the opposite wheel is provided with a small one; and upon the crank shaft this order is reversed, the larger toothed wheel being fitted to the right-hand extremity, and *vice versa*. Two intermediate wheels are now provided, these being fitted upon bent rods, hinged at their lower extremities to the frame ends, which are bent backwards for the purpose. The other ends of these side rods are continued upwards, forming lever handles, each of these being provided with a neat little lever, rod, and catch, as shown in the illustration. These two levers are connected by a bar pivoted centrally to the frame, in such a manner that the action of pushing one lever forward forces the other in the opposite direction. The before-mentioned catches hold these levers in either one of three positions, in which one of the two intermediate wheels is placed in gear, or both are held free and the wheel allowed to revolve by itself independently of the pedals. The object of these arrangements is to obtain two running powers. Thus, upon putting the right-hand wheel in gear, the large wheel, being on the crank end, causes it to run as fifty-inch, giving a fair speed on the level and on slight inclines; whilst, by reversing the action and placing the left hand wheel in gear, that one is reduced in speed, running as a thirty-four-inch only, thus gaining power for the ascent of steeper acclivities. The brake is a double one, acting with very long, broad spoons upon the tires of both driving wheels; its especial feature being a neat ratchet arrangement attached to the handle by which it is applied, the purpose of which is to hold the brake on at any power, thus relieving the hand of all strain, and enabling it to apply far greater pressure. Harrington's cradle spring, and the pan or Otto seat, are utilized, and the handles are made adjustable at a slight extra charge. Ball bearings are fitted to all three wheels, as

well as to the ends of the crank shaft, necessarily causing the machine to run with considerable ease. The extreme width is thirty-nine inches, and the weight about ninety pounds. It is strongly and substantially built; is well got up, and has already commended itself to many. In short, taken all round, it is a strong and useful article. — *Tricyclist*.

The Tricycle.

III. GEARING UP AND GEARING DOWN.

TRICYCLES may be divided into two classes; one in which each revolution of the pedals corresponds to a revolution of the driving wheel; another in which there is more or less than one revolution of the crank shaft to a revolution of the driving wheel.

"Geared level" is the term applied to the first class. The second class are either geared up or down. When the machine is geared up, the driving wheel makes more than one revolution to one revolution of the pedals or crank shaft. A *geared-up* machine travels faster than the same machine would if geared level; when *geared down*, the driving wheel makes fewer revolutions than the crank shaft, and consequently the machine goes more slowly than it would if it were geared level. Of three machines with driving wheels of the same diameter, if the crank shafts are turned at the same rate, the geared-up machine will go the fastest, the geared-level machine the next fastest, the geared-down machine the slowest.

The chain and intermediate gear are merely transmitters of power, and in no way *modify* the effect of the power. They perform the same functions as belting; and in fact, in the Otto bicycle sheet-steel belting is used.

The relative rotative velocity of the driving wheel compared with the crank shaft depends entirely on the relative sizes of the gears on the driver and crank shaft.

To find the resultant wheel when the machine is geared up or down:—

Let the diameter of the driving wheel = D ; let the number of teeth in the gear on the driver = d , and let the number of teeth in the gear on the crank shaft = c ; then the diameter of the resultant wheel = $\frac{c}{d} + D$. By the term "diameter of resultant wheel" is meant the diameter of a wheel which, if geared level, would carry a machine as fast as the given wheel.

Example: Diameter of driver = 50 inches; number of teeth on crank-shaft gear, 12; number of teeth on driving-wheel shaft, 13. Diameter of resultant wheel = $\frac{12}{13}$ of 50 = 46+. One revolution of the crank shaft, which has twelve teeth in its gear, will move twelve of the thirteen teeth on the driver shaft; *i. e.*, will give the driving wheel $\frac{12}{13}$ of a revolution. The diameter of the driver being 50, the diameter of the resultant driver will be $\frac{12}{13}$ of 50 = as given above 44+. Suppose the crank-shaft gear has

13 teeth and the driving-wheel shaft 12, and the diameter of the driver is 50: the diameter of resultant wheel = $\frac{12}{13}$ of 50 = 46+. The first machine is geared down from 50 to 44, and the second is geared up from 50 to 54.

The methods of computing the proper sized gears for gearing up and down a given driver will be treated in the next chapter. F. M. GILLEY.

An Elegy. — After Gray.

ALL endeavor of his active life,
Lay in unselfishness itself;
Better the public's good, than in the strife
Everywhere 'round him, seeking sordid pelf.
Rarely the world has known a foe so strong
To the oppression of a tariff high, —
Anti-monopoly his ceaseless song;
"Patents are lies," his everlasting cry.
On this tall shaft of weld-less English steel,
"Peace to his ashes," let there be inscribed;
Ever he sought to spread his country's weal.

NOT BRIEDED.

The New York Wheelmen's Trip.

TEN members of the Citizens' Bicycle Club of New York spent a few days in Boston last week, and managed to cover a good many miles of suburban roads in spite of the disagreeable weather which prevailed during their stay. Wednesday was spent in riding about the surrounding towns with members of the Massachusetts Bicycle Club, whose guests they were. Thursday the club joined with the visitors in an all-day run, and tendered them a dinner at the Woodland Park Hotel at Auburndale. Leaving the club's headquarters at 8.30 A. M., the party, under command of Capt. C. P. Shillaber, rode to Cambridge, where the college buildings and many historical spots were visited. The ride was continued through West Somerville, Arlington, Belmont, Waltham, and the Newtons, to the residence of Col. A. A. Pope, where they were entertained. Afterward their route was through Newton Centre and Upper Falls, to the Lower Falls, bringing up at the Woodlawn Park at 2.30 P. M. After dinner the return was made by the direct road, and headquarters were reached at 6 P. M., forty miles having been passed over. The day's enjoyment closed by an impromptu entertainment at the club-rooms in the evening. The visitors are loud in their praise of our roads. The president of the Citizens' Club is the Rt. Rev. Thomas McKee Brown of St. Mary's Episcopal Church.

NOTES, QUERIES, ETC.

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

To Correspondents.

SUBSCRIBER, Athens, Ga. — The "Suggestions" is published by the Pope Manufacturing Company. We do not think it contains the information you desire. You can true it by manipulating the spokes, ordinarily, unless it is pretty badly crooked — in which case you had better let a machinist handle the job.

P. B., Hamilton, Ohio. — The Harvard, probably the Premier, Yale, British Challenge, and latterly the Sanspareil, are among the favorite English machines in use by American riders.

J. H. C., Cleveland, Ohio. — First report was already in type. Thank you.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. 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 16 June, 1882, 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.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York and will be sent postpaid upon receipt of fifteen cents.

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,
Cor. L. A. W.

FALLS CITY BI. CLUB.—A. S. Dietzman, *Sec.* and *Treas.*, Orville M. Anderson, Leon Johnston, Louis E. Welle, Owen Lawson, Guy Emmett, Hugo Helburn, Will. Funk, George Francke, Will. T. Francke, Henry Haupt, Prince Wells, all of Louisville, Ky.

MISSOURI BI. CLUB.—Additional: William Shawk, 1410 Papin street; Wm. D. Winter, 3335 Pine street, both of St. Louis, Mo.

CITY BI. CLUB OF BROCKTON, MASS.—Fred. M. Bixby, Wm. B. Briggs, Sylvanus Dexter, George O. Hayward, Frank M. Buckley (*Sec.*), Wm. M. Fowler, Oliver J. Curtis, Arthur B. Jenks, Silas L. Howes, Fred. Stearns, Benjamin V. Lound, George Loring, Arthur Thayer, William M. Pratt, William L. Puffer, Charles F. Chevigny, Charles H. Johnson, Herbert Carr.

UNATTACHED.—Henry E. Hunter, Hinsdale, Cheshire County, N. H.; Chas. A. Hanna, Cadiz, Ohio; Herbert W. Hayes, 22 Shepard street, Cambridge, Mass.; Rob. J. Whitewell, 47 Grayton Road, Hampstead, London, N. W., England.

WHEELMEN visiting Boston to attend the League meeting and other events this week are cordially invited to make free use of the headquarters of the Massachusetts Bicycle Club, 194 Columbus avenue.

GEO. POPE, *Sec.*

The "Facile" Road Race.

SOME time since, the makers of the Facile (safety) bicycle, desiring to give the public practical demonstration of the capabilities of their machine, projected a road race, starting from Anderton's Hotel, Fleet street, London, to Bath (109 miles) and return, all the riders to be mounted on Faciles. A silver cup to first and silver tankards to second and third winners were to be the prizes, and a silver medal to any other competitor covering 128 miles; the riding all to be done between midnight and midnight of 29 and 30 September, respectively. Twenty-six men started, among them being many of the most celebrated riders, notably J. W. M. Brown, C. D. Vesey,

W. F. Sutton, W. A. Snook, and S. H. Lee. An immense assemblage of bicyclers, tricyclers, and other spectators were on hand, and the police kept the streets clear at the start to allow the riders a good send-off. Vesey was the first to reach Bath (109 miles), at 10.56.13 o'clock; Sutton second, a little over three minutes later, and Snook came up less than four minutes behind him; and at varying intervals until 6.32.18 P. M., sixteen or more arrived at the half point. Vesey started on the return at 11.13.45 Saturday morning, Sutton at 11.23.56, and Snook at 12.31.18. At Hungerford (150 miles) Sutton and Vesey were together, and stopped for tea, during which they were passed by Snook, who was riding splendidly and kept his lead to the end, the twenty-four hours finding him at Queen's Gate, Hyde Park (214½ miles); and still going, although at a slower pace, he rode up to Anderton's a little over half an hour later, having covered 218 miles in all. Sutton stopped second at Colnbrook, 198 miles, at 11.40; C. H. Cole won third place at Maidenhead, 189 miles, at 11.50; Vesey, fourth, reached Newbury (160 miles) with a bad leg, and after a rest kept on to Theale, where he stopped, fourth man, with a score of 171 miles. Some fifteen or sixteen others won medals by covering the standard distance. The ride was a remarkable one in many respects, not only as evincing the riding qualities of the Facile, but because at least one third of the riding was done at night, and was almost continuous with the leaders. Mr. Vesey and one or two others have expressed a determination to shortly attempt beating Snook's record.

Cycling Mems.

GENTLEMEN, you are welcome to Boston! I congratulate the League on having so goodly a set of officials, and I congratulate you on your elevation to the high offices of trust. Allow an humble individual, like "London W." to extend a metaphorical right hand of fellowship and of welcome. If the Boston boys don't make things pleasant, I shall be disappointed in them.

BOSTON always leaves the latch-string out for bicyclers, and whether upon Columbus avenue or upon Union Park the wheelman may find himself, he will always be sure of a warm corner by the club fireside and in the club heart.

It is not many years ago that the wheel came to us, friends, and yet I feel that I am a veteran devotee. Those were happy days lang syne, and my memory goes back to them and dwells upon them with most tender recollection. It cost something to be a bicyclist then; but the pioneers did earnest work to make the sport popular and to gain converts, and to-day behold the vast army of wheelmen.

"LONDON W." is not old. No crow's-foot mark his forehead, and his locks are

unstreaked with gray; and yet why does he see so many crafts stranded on the sands of time?

SERGEANT, call the roll.

"Johnson!" retired.

"Stall!" retired.

"Dean!" retired.

"Gideon!" retired.

Clark, Hodges, Sewall: alas, all gone! But hark! one voice I surely hear! Yes, it rises loud and clear, saying, "The Lone Star still shines and twinkles with all the enthusiasm of old."

SHINE on, Brother Pitman, and if "London W." can help to place you in the grand national galaxy, command his services.

BUT away with the past; youth looks to the future, and engages himself with the things about him, and the live issues of to-day.

ONCE knew a man that was terribly annoyed by an ox that would tear down his fences and make havoc in his garden. And so he bought a dog, saying, "With this dog I will worry the ox, and he will let me abide in peace, and tear down no more fences." The dog did his part of the business well; in fact, so well that the ox took him up on his starboard horn and threw him into the road, and the sausage man carried him away in his cart. If the Colonel's New York dog does n't stop barking, I am afraid he will get a lift. In the present season of high prices, sausages are in great demand.

"I CAN tell my story well enough, if that little fool of a fellow will let me alone," said an irate witness to the Court. How many of us can sympathize with the poor witness! But it came out afterwards that the witness had been instructed what to say, and when he got off the beaten track he was fearfully astray, and the "fool of a fellow" mixed him wofully up.

HE resembled the little fellow in school, who was asked what the second letter of the alphabet was. "C," was the reply. "Wrong," said the examiner. "No, 'tain't wrong nuther: I'm the C feller; the feller that has B is sick, and had to stay to home."

I'm not a betting man, but I'll donate a week's salary to the League if any one will prove to me that the Tariff Commission did n't have a quiet laugh.

FREDDY is devoting a good deal of space to make known what he does n't know, and it is rumored that the *Wheel* is to be enlarged and come out daily to accommodate him.

PAPA has come at last, and they do say he is crammed, from crown to toe, topful, not of distressful bread, but of facts, ideas, suggestions, etc. We, his children, will sit at his feet and drink deep of his wisdom.

It has been said "There is no one true church," and neither is there a perfect bicycle; but we suspect Papa will tell us how to make it.

THE dear old fellow says the "Tandem" is the best form of sociable. One

cannot use his arm for waist purposes. it is true; but then think of the retired spots where one can lean back and gently rest his tired head on her welcome shoulder. Oh, Papa!

DID you go to the recep.? No? Ought to have been there. I saw a dozen Boston Club men in front of as many swallow tails. And Charlie was there, beaming with smiles from his position at the left of the president. We did n't blush for you, Charlie, and we thought that if this were indeed the Round Table, with King Arthur at the head, he could find no truer knight than our own Charlie.

"Just for a handfu' o' siller he left us,
Just for a ribbon to wear in his coat."

EDITOR MCCLURE was there, also. Ah, you sly dog, how quickly you acquire the true journalistic instinct! Thanks for your services in guiding me to the best place in the supper-room. You gave me 'vantage ground, from which I attacked the flesh-pots with good success, and came off victor in the gastronomic set-to. Lobster salad is delicious, but it will not do for those in training to indulge in it.

COME around and see me some day, Mc., and I will show you where there is a pretty waiter girl that you can make up to, and get the best piece of pudding, and the best cut from the joint.

To be a Roman citizen was once a proud honor. Judging from the appearance of the men, to be a New York "Citizen" is no small honor in these days. The Citizens' Club of New York have been with us, and left a grand impression behind.

LOOK at here, you Park Commissioners, do you know what a fine lot of fellows you have among the wheelmen of New York? Cherish them! Favor them! Don't let it be said that New York does n't know a good thing when she has it. Open the Park to them! Don't act like a parcel of fools.

BROTHER JENKINS has been working hard. He has been searching the records for good performances made on the Monopoly machine. He gets little reward for his trouble. Let me suggest to him to take a census of machines. Let him go to the leading clubs of the country and find out how many Monopoly machines are ridden. Let him commence with the Boston Club, and follow up with the Crescents, and even the Massachusetts. Then let him go to New York, Chicago, Philadelphia, etc., and see whether the Monopoly is ridden in places where riders have a chance to see other mounts. The Monopoly starts with a handicap of twenty-five per cent in price. Will Fred go to work?

ONE good feature about the Sociable is the ease with which the riders can get their heads together. Now if the Colonel and his attorney will ride a sociable the next time they talk about the tariff, perhaps their figures will agree better.

LONDON W.

CURRENTS CALAMO

ATTEND the League Race Meeting at Beacon Park to-day.

THE Cincinnati Bicycle Club talks of running a bicycle rink during the winter.

THE Marblehead *Messenger*. — not "Register," Geesee correctionally informs us.

SEND along your orders now for the "Indispensable," and "Cortis on Training." We have them in stock.

IN a private letter, John Keen announces that he will soon be in this country to again try conclusions with Prince.

A LOS ANGELES (CAL.) correspondent informs us that a bicycle club is being organized down in his section of the country.

W. C. DENNY of Portsmouth, and not B. O. Sawyer of Weare, was the winner of the half-mile dash in the Goffstown, N. H., races, 28 September.

CAPT. W. V. GILMAN, of the Nashua Wheel Club, has averaged riding about one hundred and fifty miles a week this season, on bikes, trikes, and marines.

THE president and secretary of the Chelsea Bicycle Club propose to join the League Run to-morrow, on a "sociable," unless the roads are too heavy for good wheeling.

OUR thanks are gratefully tendered the Scranton (Pa.) Bicycle Club, for invitation to a social entertainment to have been given yesterday, but which we were unable to avail ourself of.

T. S. MILLER, of Chicago, says that the Owl Wheeling Club, of that city, has captured the finest fancy rider in the country, in the person of Mr. Wood, who is open to amateur competition.

THE Taunton bicyclers who competed "with a professional for a prize, or with a professional where gate money" was charged, were made professionals thereby, according to the League rules.

WE regret to learn that Mr. C. W. Nairn, the London editor of the *Cyclist*, was thrown from his bicycle on the night of the Facile road race, 27 September, and sustained a fracture of the right wrist.

CAPT. HODGES, of the Boston Bicycle Club, is ecstatically gloating over the possession of a new 54-inch Yale Roadster, which carries his two hundred or more pounds weight with perfect rigidity and ease.

DR. WHITESIDES and wife, of Dayton, Ohio, ride a double-driving "sociable" tricycle, appearing on the streets daily. The lady has abandoned horseback riding for the three-wheeler, much preferring the latter.

THE proposed 100-mile race between Prince and Morgan, for \$500 a side, has fallen through, and a 20-mile event for \$100 is now up, Morgan to have two minutes' start, and the race to be at the Casino, Boston, sometime in November.

MR. H. W. WILLIAMS, one of the Massachusetts Club "century" riders, influenced, no doubt, by the constant cry of the wheelmen for guide-boards, has hung his sign up in the WORLD columns, as our readers may see by reference to our "Miscellaneous" department.

THE BICYCLING WORLD offers a silver cup as a prize to be competed for in a five-mile race at the L. A. W. race meeting to-day, at Beacon Park, the event to be open to all amateurs, and to be run either before or after the championship race, as the judges may determine. Post entries.

"FAED" has just obtained entrance to the list of "Century" tricyclers, having ridden from Clapton to Basingstoke and back, a distance of one hundred and eight miles, in 16h., or 10h. 50m. riding time; about ten miles an hour riding pace. The machine was a Coventry Rotary.

THE Boston Bicycle Club will receive and entertain the Providence Bicycle Club at South Canton, Wednesday, 25 October, when a run to Cobb's tavern at Sharon, to lunch, a run to Boston from thence, and an entertainment at club headquarters in the evening, will be a portion of the programme.

DR. LORIMER told the Chicago people recently that Boston is wickeder than their city, because he had seen bicycle clubs and ladies on horseback, riding on Sunday. If the reverend gentleman will accept a seat in our "sociable" some pleasant Sabbath here, we will be pleased to escort him to the church where he is to preach.

SUB-CAPT. O. E. SMITH of the Hartford Amateur Bicycle Club was in Boston last week, having wheeled from Hartford hither, stopping a night in Brookfield, and finishing the journey next day by way of Worcester. Mr. Smith rides a 52-inch Yale Light Roadster. He found the roads from Hartford to Worcester generally poor.

EX-CAPT. JOHN FERGUSSON of the Philadelphia Club has accepted the command of the unattached riders for the grand meet and review to be held in that city on 26 October, 1882, in the Park. A meeting of all riders not connected with any club was held last Monday evening, at Horticultural Hall, to arrange the necessary details.

MEMS. for the *Bicycling Times*: V. C. Place of Greenville, Pa., won the 50-mile race at the Manhattan Athletic Club grounds, New York city, 2 September. . . . Moore lowered only the six, seven, eight, nine, and ten mile American record at Beacon Park. . . . John S. Prince is his name. . . . As you have doubtless learned ere this, the gallant Moore, at Springfield, carried off our one, two, and five mile records.

WHILE John Sawyer was riding on his bicycle on one of the public streets of Cambridge last Saturday, a horse and

wagon belonging to David Brewer, a provision dealer of that city, was driven upon Mr. Sawyer, throwing him off his machine, tearing his clothes, and injuring him slightly. Mr. Sawyer was riding on the extreme right of the road, and in the exercise of due care, but the driver seemed determined to run him down.

ALL ready at nine o'clock in Trinity Square for the Massachusetts League run to-morrow morning. The route will be Dartmouth street, Commonwealth avenue, Chester Park, Harrison avenue, Warren street to Roxbury, Norfolk street to Dorchester, Mattapan, Canton, Sharon (dinner); return, Canton, East Dedham, West Roxbury, Brookline, East Newton. Brighton *via* Chestnut Hill Reservoir, Beacon street, Dartmouth street, Trinity square.

THE League championship race meeting is to be held to-day, in accordance with the L. A. W. rules. At the time of going to press we have received no official

intimation as to the hour of holding it, whether any other than the one-mile event is to be run, whether any one has entered, who are to be the officers, or in fact anything more than the announcement we made last week in "Coming Events," and which we received just as we went to press. Entries to S. A. Marsden, Hotel Vendome, Boston.

ON Monday, 25 September, J. H. Hart and H. Allen started, on a 50 inch level-gear Excelsior Sociable, from West Bradley, England, and in 21³/₄h. after had covered one hundred and forty miles, the longest ride yet made in a day on a "double." The stoppages aggregated 5³/₄h., thus giving their riding time an average of nine miles an hour. The first fifteen miles of their trip took them three hours, the roads being heavy with mud, and the usual defective cementing of the tires requiring frequent halts for temporary repairs.

THE Cincinnati *Gazette* claims first place for the Cincinnati Bicycle Club,

instead of the Boston Bicycle Club, in priority of the "century" business, the former club having officially called a run to Xenia (62 miles) and return, for the evening of 12 August, the route being by way of Lebanon. About a dozen members made the start at the required time, and most of them accomplished the distance to Xenia, and six of them the run home, where they arrived early in the morning of the 14th, the total distance being one hundred and twenty-four miles. The whole time out was thirty-six hours, and the riding was at the rate of eight and a half miles an hour the entire distance. This was excellent work, comparing the Ohio and Massachusetts roads; but not having been done inside of twenty-four hours, the riders cannot lay claim to being "centenarians." The Champion City Club holds the Ohio record. Try again, Cins.: you can do it easily. The American record is now with the *Æolus* of Worcester at one hundred and thirty-six miles.

PHILADELPHIA, PA.

Thursday, 26 October, 1882 - - Grand Bicycle Meet.

In FAIRMOUNT PARK, at 10 o'clock, A. M.

RACE MEETING

At the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M.

GRAND PROCESSION.

FIRST EVENT.—Competitive Club Drill, in club squads of eight. Prize, a banner composed of the winning club's colors.

SECOND EVENT.—Best Fancy Riding, Single. Prize, gold medal.

THIRD EVENT.—One Mile Race, in heats open to all amateurs. Three fastest winners, and second man in fastest heat, ride in final.

FOURTH EVENT.—Two Mile Handicap, 200 yards limit, open to all amateurs.

FIFTH EVENT.—One Mile Race for Novices. Open to all never having won a first prize.

SIXTH EVENT.—Half Mile Dash. (L. A. W. Men only.)

SEVENTH EVENT.—Five Mile Handicap. All amateurs.

Prizes in each race will be medals; gold to first, silver to second. Entries should be sent to G. D. Gideon, 2023 Ridge avenue, Philadelphia. Entries close 20 October. Fee, each event, \$1.00, returnable to starters.

PHILADELPHIA, 5 October, 1882.

All amateur wheelmen are cordially invited to attend the Fourth Annual Meet of Philadelphia Bicyclers, which will be held this year in connection with the Bicentennial Celebration. The meet will be held at the Columbia avenue entrance to Fairmount Park, on Thursday, 26 October, at 10 o'clock, A. M., and will proceed through some of the most picturesque portions of the Park. Dinner will be served at 1 o'clock, P. M., at Belmont Mansion. Tickets, \$1.75 each. Races will take place at the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M., under the rules, and with the sanction of the L. A. W. Your attendance is especially requested, and you will oblige by extending the invitation to your cycling friends. Send definite word if you will be present, and whether you will attend the dinner, to J. PENNELL, Fisher's Lane, Germantown, Philadelphia.

Railroad rates will be greatly reduced during this celebration. Transportation of wheels will be free on lines of Penn. R. R. and Phila. & Reading R. R. and branches. Members of Reception Committee will be in attendance at the depots all day Wednesday and on Thursday morning, and at Belmont Station, Reading R. R., on Thursday morning.

HOTELS.—Location and Rate per Day.

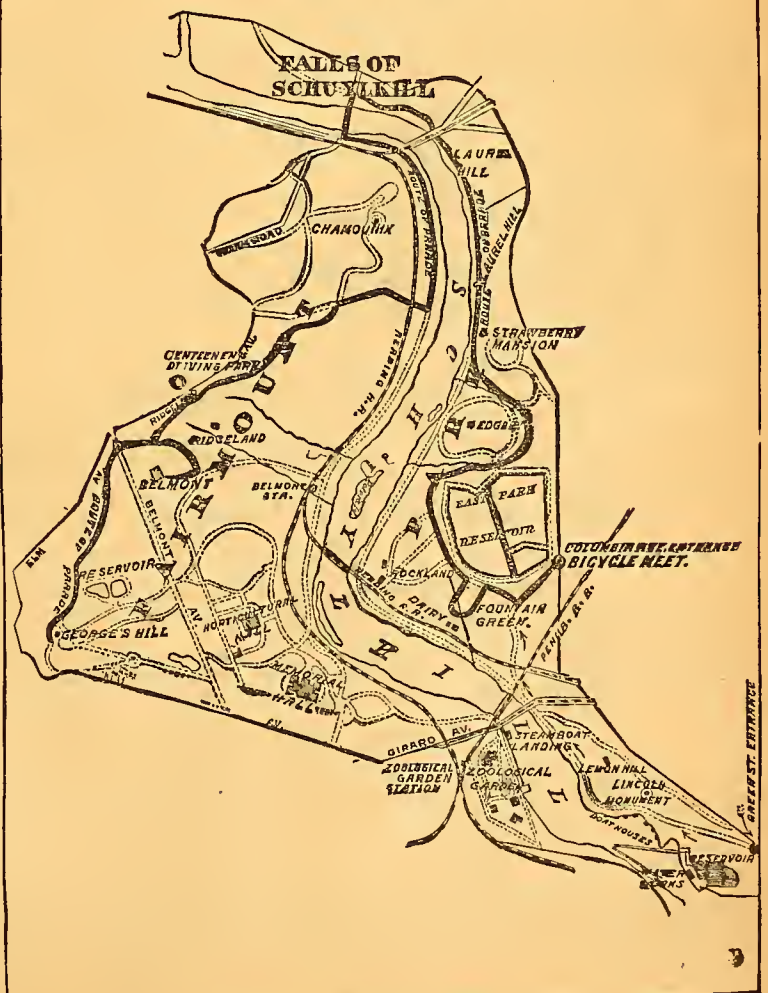
Lafayette, Broad and Sansom, \$3.00; Continental, Ninth and Chestnut, \$3.00 to \$4.00; Colonnade, Fifteenth and Chestnut, \$3.50; Girard, Ninth and Chestnut, \$3.00; St. Cloud, Arch, above Seventh, \$3.00; Plumer's Am. Hotel, Chestnut, above Fifth, \$2.50 to \$3.50; Washington, Chestnut, above Seventh, \$2.50; Bingham, Eleventh and Market, \$2.50; Guy's Hotel (European) Rooms, \$1.00 to \$2.00; Merchants, Fourth and Arch, \$2.00; Irving House, 917 Walnut, \$2.00.

Visiting Clubs.—Secretaries of clubs are requested to send word as early as possible of the probable number who will attend. Storage for bicycles will be provided free on Fairmount avenue at Park entrance.

Uniform.—All participants are expected to appear in uniform. Headquarters of Commander and Reception Committee will be at Room No. 7, St. George's Hall, Thirteenth and Arch streets. Dinner will be served at Belmont Mansion, in the Park, at 1 o'clock, P. M., rain or shine.

Park Regulations.—No "coasting," path-riding, racing or speeding allowed. Trill whistles must not be used. Each bicycle must have a bell attached to it by day, and also a lantern at night.

MAP OF FAIRMOUNT PARK, PHILADELPHIA.



BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, \$1.25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished. Repairs of Fine Jewelry receive careful attention. Bicycle Medals of finest workmanship. Correspondence solicited.

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Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

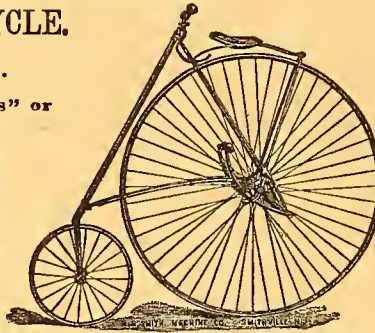
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

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

American Sanspareil Roadster,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 50-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

Standard Finish.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

Full Nickelled.

Every part on copper, except fellos, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. Send five 3-cent stamps for cabinet photo, or 3-cent stamp for illustrated catalogue containing specifications of this and other English machines and imported sundries, to

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice:—

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvu, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of 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; John Harrington's Cradle Springs; Jos. Lucas' Lamps. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Fellos, Hollow Fellos, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

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

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