

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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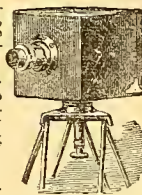
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Sonnet.

By WOLIVER ENDELL.

THOUGH home is dear, yet oft we needs must sigh,
Longing for what our lifted soles have found,
To shoot beyond the city's narrow bound,
Where slippery stones and bricky sideways lie;
That fair r-ideal form we call the "Bi,"
By youth desired, and by poets crowoed,
Whose legs sweep circling in a fervid round,
Where the slow trotter hides his tearful eye.
Frequent to thee our truest hearts return,
Great mover, *alma rota*, noiseless, kind,
Whose little saddle a larger home we find;
And still of thee thy wondering pupils learn,
While with the flying wires thine ardors burn,
Where all our wheeliest melodies are designed.

OUR PORTRAIT GALLERY.

[We intend, in opening this department, to present to our readers from time to time the portrait of some American wheelman who, by reason of skill as a rider, speed as a racer, or beauty as a man, has become pre-eminently conspicuous above his associates; and any bicyclist who deems himself entitled to the front rank for either of these qualities is respectfully invited to send us his photo-card, with accompanying autobiographical sketch,—for in order to give each a fair chance, we shall allow him to be his own historian.]



THIS is us. We are not a skilful rider. We never won a race—not even a slow one. If we are conspicuous for our beauty, we are too modest to allege that as an excuse for appearing in this department. In fact, we know of no reason why we exhibit ourself, unless it be the necessity of appearing before our readers to introduce our betters to them. This portrait is after a photograph taken with Walker's pocket camera, by the instantaneous process. We admit the figure is slightly out of proportion, but

that is owing to the fact that the photographer was "up in a balloon" at the time, which brought the head nearest the lens, and this, of course, left our extremities to dwindle away into the perspective. We are informed that Chicago girls always have their full-length pictures taken in this way and that is why they are enabled to get all on the ordinary cabinet-size card. But we digress. We were born early in the present century, in a little green hamlet where the purling brook warbles soft response to the wooing words of the chicadeedee (whatever that is); and where the warm June sun sprang forth to kiss the bursting heart of the daffodil—and all that sort of thing. Our early life ran quiet as the brook by which we sported, as it were. We think some other author has used that simile similarly, but never mind. We were born with an intuitive love for wheeling. We remember that even as a boy we would rather roll a hoop than saw wood. So when we grew up we left off wood-sawing altogether, and spent five days smashing bicycles in Pope's riding school. Then we bought a machine and at once commenced touring about the back streets and sidewalks of Chelsea, Mass., scoring fifty rods and eleven "headers" the first day; after which our progress was steady and rapid, and in a few weeks we extended our tours to Everett—two miles—seldom taking more than three "headers" on the round trip.

"But why rehearse the common tale,"
Or show how plucky men prevail,
If they but persevere?
For where is he who, when astride
The shining 'cycle, has not tried
And tried till he could fairly ride,
And feel nor shame nor fear?

Enough! Since that time we have done more or less touring than Lemuel Gulliver or the entire Massachusetts club. We have wheeled over all the principal mountains on the continent of New England. We scaled Mount Washington *via* the carriage-road on a 48-inch Excelsior, and went entirely through Crawford Notch with legs over the handles—and sometimes heels over head. In short,

When we were a boy, we bought a bike,
And took lots of spins on the Chelsea pike.
We crammed our head and eyes with dust,
And oft solved the problem of "rub or rust";
Or cut a shine like a morning star
When we polished up the nickel on the handle bar;
And from the saddle we oft were hurled,
But now we are the editor of the BICYCLING WORLD.

THE Boston Bicycle Club's new and revised edition of its by-laws and rules is neat in appearance, handsomely printed, and contains a revised list of membership, to which is added the associate list.

It would be wisdom for all bicyclists to subscribe for the BICYCLING WORLD. It is chock full o' news and interesting information.—*Bohemian*. It would be wisdom for all patrons of sports to subscribe for the *Bohemian*, of Columbus, Ohio. It is chock full o' news and interesting information.



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

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

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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, 14 APRIL, 1882.

CUTTING THE RECORDS.

THE races held in this city during the past week will mark 6 and 8 April as red-letter days in the bicycling history of America. We have long been compelled to admit that bicycling records in this country were very far above those of English riders, and all efforts to score any times approximating their achievements have been fruitless. Even now in out-door racing they are far ahead of us, and will remain so until we have better tracks than we now are forced to use. Still, it is encouraging to know that we have got down among the two-fifties, even on an in-door track; and what is still more gratifying, we have more than one rider capable of lessening three minutes. Nor is it surprising that W. S. Clark's time

should have been lessened, as his 3m. 8½s. record was made on a nine-lap track, while Ahl's and Gideon's times were made on a five-lap track with fair corners. It is surprising, however, that the record should have stood so long (over two years) unbroken; and it is still more extraordinary that the record should have been broken so much all at once, and by a young gentleman whose physical appearance would not seem to warrant the opinion that he could be a particularly fast rider. Those who are familiar with the racing men of the country know that what has been needed to develop their best powers is good tracks and proper training. Both these Mr. Ahl has had, which with the ability to ride well have enabled him to reap the reward of his labor. "Whatsoever a man soweth, that shall he also reap," has proven a true axiom and our young champion is entitled to the credit of setting an example to would-be racing men, and those whose speed has hitherto entitled them to position among the leading riders. If the former would win laurels on the racing path, and the latter would maintain their prestige, they must train and put themselves in the best possible physical condition. This reducing of records which have stood so long will do much to increase the interest in bicycle racing, and give it its proper place among competitive sports. The out-door record is still rather slow, and we think there are at least five riders in the country who can beat it; and this we hope they will do, for it is discreditable to the sport to have the best time held by a man who has retired from the path and does not stand ready to defend his position. The racing season opens in a promising manner, and with every prospect of presenting at the close a table of times much lower for every distance raced than last year. The fact that entirely new men are coming to the front convinces us that interest in racing is on the increase, and that "walk-overs" are to be the exception and not the rule. Before we leave this question of records, we would suggest to the managers of special race meetings the necessity of taking such precautions respecting the appointment of judges, scorers, and timers that no question of the accuracy of reported results shall be possible. These officers should be selected and notified, and their acceptances obtained sufficiently in advance of the events to enable them to

come prepared for their duties. Although we do not doubt the accuracy of the times taken at the Massachusetts Club races last Saturday afternoon, yet the impromptu appointments of some of the most important officers of those races, and the fact that but one reliable timing watch was in use, might justify in some sort a question as to the correctness of the results; and it was a condition of things that so excellent and generally careful a club ought to be reprimanded for.

RACES

Boston, 6 April, 1882. — The Fast Day Races — A Splendid Series of Events — The One-Mile American Record finally Beaten, The Two and Four Mile Record Lowered, and the best Five-Mile Time also handsomely Wiped Out.

THE third and final winter race meeting of the series which have been held in the New England Manufacturers and Mechanics' Institute building took place, according to announcement, on Fast Day (Thursday, 6 April), and was by far the best managed, best attended, and most satisfactory in general results of either of those preceding it. Since we first broached the project to the "authorities" of the Boston Bicycle Club about the middle of February, and followed up the suggestion by an editorial spur, and it "adopted the recommendation," that lively bicycling organization, under the direction of its special committee, Messrs E. C. Hodges, J. S. Dean, and Frank W. Weston, have worked actively and earnestly to insure both its popular and financial success; and that it has attained the first object is patent to all who attended the culmination of its efforts on Thursday of last week. The weather was remarkably fine, and the roads converging on Boston were in excellent condition for the season; and as we predicted would be the case, many out-of-town wheelmen took advantage of this state of things to visit Boston a wheel, while the city clubs, the Bostons, the Massachusetts, and the Crescents, each mustered numerous at headquarters early in the forenoon for extended runs into the suburbs; the first-named — sixteen strong, under Capt. Hodges — proceeding to Roslindale to meet the Providence Club, who had left their city by train to Canton, whence they made the rest of the journey to Boston on bicycles. These visitors numbered fourteen, under Capt. Cross; and although they found much of the road in bad condition, they reached Roslindale in good order and spirits, and were cordially greeted and escorted by the Bostons to the latter's elegant and commodious quarters at 53 Union Park, in this city. Many suburban clubs turned out from half a dozen to a dozen riders each, for runs in various directions; but as the

time for the races approached, these and hundreds of solitary and coupled riders began to make Boston and the Institute their objective point, so that before two o'clock P. M., the immense area of the building presented a lively scene as the numerous bicyclers turned their glittering wheels on to the track, while many of the spectators took the occasion preceding the time set for the races to inspect the exhibition of various wheels and bicycle sundries which occupied the central area,—the Pope Manufacturing Company, the Cunningham Company, C. R. Percival, the BICYCLING WORLD, the Marine Bicycle Company, and others having very attractive displays of their wares.

The number of people, wheelmen and spectators in the building, a large portion of the latter being ladies, was variously estimated at from 3,000 to 5,000, but we think about 4,000 would be nearer the correct figure. The grand stand, the gallery fronts, and the upper ground floor were thronged, and hundreds were moving about the area of the main floor and standing along the track line.

Quite promptly on the hour (two o'clock) the first race was called. This was the first trial heat for the one-mile amateur event, the starters being George D. Gideon of the Germantown Club of Philadelphia (fifty-mile champion) and R. P. Ahl of the Massachusetts Club of Boston. The men got off well and made the contest interesting from the start, as it was evident that both were doing their best, Ahl leading and Gideon hanging close in his rear throughout; and in this order they covered the five laps, in the record-breaking time of 3m. 5 $\frac{3}{4}$ s. and 3m. 8s. respectively. The previous American record was 3m. 8 $\frac{1}{2}$ s., by W. S. Clark of New York. The starters in the second trial heat were J. A. R. Underwood of the Roxbury Club and Abram G. Powell of the Germantown Club. Underwood took and held the lead from the start, although Powell, who has the best half-mile American record, was close at his heels, and often at his side, striving hard to pass him; the record standing at the finish 3m. 16s. and 3m. 16 $\frac{1}{2}$ s. respectively. J. S. Dean of the Boston Club and C. G. Wright of the Germantown Club contested the third trial heat, the former being second until the fifth and last lap, when he spurred ahead and came in winner of the heat in 3m. 38s., Wright's time being 3m. 49 $\frac{1}{2}$ s. The fourth trial heat was run by J. L. Ayer of the Boston Club, J. C. Garrood of the English Club, and N. Ethier of the Union Athletic Club, and these came in in the order named, Ayer's time being 3m. 14s. and Garrood's 3m. 15 $\frac{3}{8}$ s.

The next event was an exhibition mile by Miss Ida Blackwell, the lady who is training to meet Mlle. Armainco, the Western bicyclienne, and her endeavor was to beat 4m.; but she was 4m. 51 $\frac{3}{4}$ s. doing the mile.

The third and most interesting event of all was the five-mile amateur handi-

cap. This was the special race for which some of the best known riders had been preparing, and much interest in the result was felt by all wheelmen. The contestants were: Underwood, scratch; Gideon, scratch; Powell, 100 yards; A. D. Claflin of the Massachusetts Club, 100 yards; Byron F. Blackinton of the Columbia Club of Attleboro', 120 yards; Garrood, 200 yards; Dean, 280 yards; Ayer, 300 yards. This race proved all that was hoped for it, both in interest and results, the five principals at the finish each handsomely beating the previous American five-mile amateur record, which was 16m. 46 $\frac{3}{4}$ s. The track was five laps to the mile, and Ayer, with 300 yards' start, scored the first mile; but Dean took the lead before the next mile was covered, and held this position to the end of the race, none of the others being able to take up the liberal allowance the handicappers had given the Boston representative. The spectators manifested the greatest excitement throughout this contest, their cheers following the various spurters as they, from time to time, made gallant efforts to gain or to hold positions, and it became evident that all previous American times would be beaten, and at the finish this evidence became fact, as the following will show: Dean, 15m. 39 $\frac{3}{4}$ s.; Gideon, 16m. 10 $\frac{3}{4}$ s.; Claflin, 16m. 12 $\frac{3}{4}$ s.; Underwood, 16m. 12 $\frac{1}{2}$ s.; Powell, 16m. 19 $\frac{3}{4}$ s. The best English amateur five-mile time is 14m. 39 2-5s. The best professional (English) is 14m. 59 1-5s.

It will be seen by the above score that Gideon's time is now the five-mile record, with Underwood at second place by 1 $\frac{3}{4}$ seconds. Dean third, Claflin fourth, and Powell fifth; and all five handsomely below the previous best record. On the whole, the handicapping was very fairly arranged, as it proved, for the men all came in close together at the finish. Previous to the race, Dean had lost confidence in himself, and entered the contest more to have his club represented than with any hope of doing it credit, and his performance surprised himself as much as it did his friends; but he will have to start from scratch next time.

The fourth event was the professional race, ten miles straightaway, for three purses of \$70, \$40, and \$20, respectively, and three contestants entered,—John S. Prince, Thomas Harrison, and John Wilson, all of Boston. These got away in good order, Harrison leading, and Wilson second; but before the end of the first mile, Prince took first place, Harrison second and Wilson last, and this order was maintained throughout the race, which was virtually Prince's from the start, and Wilson was constantly losing ground and was more than a mile behind at the finish of the winner. The times were:—

Miles.	Prince.	Harrison.	Wilson.
1.....	3.28 $\frac{1}{2}$	3.28 $\frac{1}{4}$	3.35 $\frac{1}{2}$
2.....	6.44	6.50 $\frac{1}{2}$	7.30
3.....	10.04	10.42 $\frac{1}{2}$	11.32 $\frac{1}{2}$
4.....	13.21 $\frac{1}{4}$	14.32 $\frac{1}{4}$	15.33 $\frac{1}{2}$
5.....	16.41 $\frac{1}{2}$	18.19	19.41 $\frac{1}{2}$

Miles.	Prince.	Harrison.	Wilson.
6.....	20.03	22.06	23.40
7.....	23.27	25.44	27.34
8.....	26.44	29.50	31.35
9.....	30.06	33.52	36.17
10.....	33.15	37.20	40.23 $\frac{1}{2}$

Prince's mile times were: 7m. 28 $\frac{1}{2}$ s., 3m. 15 $\frac{1}{2}$ s., 3m. 17 $\frac{1}{4}$ s., 3m. 20 $\frac{1}{4}$ s., 3m. 21 $\frac{1}{2}$ s., 3m. 24s., 3m. 17s., 3m. 22s., and 3m. 9s. During the last lap, Wilson was thrown from his machine by the usual man "who did n't know he was coming" attempting to cross the track. The times were not remarkably fast, Prince having, in his race with Keen last January, covered the distance in 33m. 5s., Keen's time being 33m. 3s.

In this race Prince intended to make an effort to lower his own and Keen's 14 January records of 33m. 5s. and 33m. 3s., respectively, but neither of his opponents set a pace sufficient to spur him. He was in excellent condition, and only needed "pushing" to bring it down to an even thirty-three minutes, or less.

The next was the final heat in the one-mile amateur, to be run by the three fastest winners of the trial heats and the second man in the fastest heat. These were Ahl, Gideon, Underwood, and Ayer; but the last two withdrew, and Ahl and Gideon took the track. Both men started well, although Ahl practised the common tactics of holding fire and allowing his opponent to get two or three rods in advance. This, however, was soon made up, and although the Philadelphia man still led the first, second, and third laps, the riders were quite close; and on the fourth Ahl made a splendid spurt for first position, took it amid the most unbounded enthusiasm and excitement from the spectators, and still continuing his splendid pace, widened the gap still more on the last lap and came home winner in the magnificent time of 3m. 1 $\frac{3}{4}$ s., Gideon also beating his trial-heat time one second, in 3m. 7s.

The fifth event was a "one-legged" race of one mile from scratch, the contestants being Prince, Harrison, Wilson, and A. Alger, the latter having but one leg and the others having each but one pedal to his machine. This race was more amusing than exciting, Prince winning easily in 4m. 8 $\frac{1}{2}$ s., and Harrison second. The prizes in this race were \$15 and \$10 for first and second. This closed the most interesting of the series of winter races which have been held in the Institute, and was the best and most satisfactory in respect to amateur bicycling events which has taken place in this country. The prizes in the amateur races were: To the winner of each mile trial heat, an "imported pewter tankard"; to the winner of the final mile heat, a split-seconds Auburndale timer; to the winner of the five-mile handicap, a split-seconds Auburndale timer. The following were the officers of the races: Judges, A. L. Woodman, Boston Club; Fred. B. Carpenter, Crescent Club; J. A. Cross, Providence Club Referee, Charles E. Pratt, Boston Club. Handi-

cappers, the committee of management, E. C. Hodges, J. S. Dean, F. W. Weston, of Boston Bicycle Club. Starter, Frank W. Weston. Clerks of the course, E. C. Hodges and C. L. Clark of the Boston Club. Timekeepers, Fred. Jenkins, editor of the *Wheel*, C. A. Walker of the Auburndale Watch Company, and A. L. Esterbrook of the Boston Club. Scorers, G. B. Woodward of the Boston Club, and E. Norton, Esq. The races were governed by the well-known Wolverhampton rules. During the afternoon music was furnished by the Rhein Brass Band, J. Dick, leader.

The machines ridden were as follows: Gideon, Underwood, Ethier, and Ayer, Harvards; Powell, Blackington, and Clafin, Columbias; Ahl, Wright, Dean, Prince, and Wilson, Yales; Garrood, Garrood; Harrison, Harrison.

In connection with the races was an exhibition of the principal makes of bicycles. This feature of the meeting was not so complete as it would have been had more time been devoted to it. However, it proved interesting to many who had not had before an opportunity to compare the different makes of machines together. The public generally were more interested in the marine bicycles than in the ordinary road vehicle; and between the various races, the boats, as they should be called, were surrounded by those anxious to learn all about them and their capabilities. The manager of the company, Mr. Hazlett, answered all questions and thoroughly explained the workings of the boat and sail. The confidence many have in this new method of locomotion caused the sale of the boats on exhibition, and the booking of several orders from among the spectators. A trial of these boats convinces us that they are as represented, and will open an entirely new field to navigation and aquatic. Rennyson's patent detachable handle bar, for the prevention of headers, was exhibited by A. G. Powell, of Philadelphia, and is an ingenious arrangement working automatically in such a way that the instant the leg touches the handle bar, as it does in taking a header, two levers are pressed up and release the bar from the machine. For elderly and timid riders it seemed, from a practical test, to be a complete safeguard from the falls which render bicycling disagreeable to some. This attachment can be placed on any make of bicycle.

The Cunningham Company showed samples of the machines imported by them, which are so well known that a description of them is unnecessary; but they include the Harvard, Yale, Humber, Rudge, Shadow, Matchless, Club, and Timberlake. The Pope Manufacturing Company exhibited the Standard, Special, and Expert Columbias, the latter being generally admired by the large number of wheelmen who constantly surrounded it and discussed its merits. The Expert is certainly a handsome machine, use alone being necessary to

prove its stability. Chas. R. Percival's exhibit was praised by many, as it showed machines not as yet much used in this vicinity, but which sustain a good reputation abroad, and in other parts of the country. The Boston, made specially for Mr. Percival by Hillman, Herbert & Cooper, is well worth the price, which is very low. The single-fork Premier was also shown, and created a favorable impression. The handsomest machine of the exhibition was a full-nickelled D. H. F. Premier, built for Mr. Burt of the Boston Club. A. M. Gooch of Newton placed on the floor a well-made and serviceable machine of excellent finish. Director C. H. Lamson of Portland was found with a large number of League badges, ranging in price from \$2.25 to \$75, and made up into pins, lockets, fobs, and compasses; also his famous luggage carrier. The BICYCLING WORLD freely dispensed sample copies to the crowds which surrounded its stand. For the first attempt at anything of this kind the exhibition was a success, and an honor to the club which promoted it. Lack of time and the small number of dealers prevented a larger variety. The affair was an experiment, but will no doubt become a fixture with the Boston Club.

BOSTON, 8 APRIL. — THE MASSACHUSETTS BICYCLE CLUB RACES. — THE FIRST RACES OF THE SECOND AND THIRD SERIES CONTESTED LAST SATURDAY. — THE ONE-MILE AND TWO-MILE RECORDS AGAIN LOWERED.

LAST Saturday, 8 April, the Massachusetts Bicycle Club inaugurated their racing season with the first races of their second and third series of this season's events, at the Institute Fair Building. It being a strictly club affair, no special public announcement was made, and therefore the attendance was confined to but a few outside of their own membership, nor was the latter largely represented. The events, however, proved unusually interesting, and resulted in reducing the one and two mile times of the Fast Day races. The judges were Abbott Bassett, Esq., and W. H. Ames and H. W. Williams of the Massachusetts Club; scorers, Fred. B. Carpenter of the Crescent and J. S. Dean of the Boston; timers, Edward W. Pope of the Massachusetts and Louis Harrison of the Boston; starter, Capt. C. P. Shillaber of the Massachusetts. Soon after three o'clock P. M., the first heat of the one-mile race was called, the contestants being Ralph P. Ahl and Harry N. Pope, the latter being allowed 150 yards start. The men got off well and rode finely, but Pope's handicap was insufficient, as was very soon evident, for Ahl rapidly overhauled and passed him on the fourth lap, coming in winner in 2m. 58 $\frac{3}{4}$ s.; Pope's time being 3m. 5s. The next race was the first heat of the two-mile contest, A. D. Clafin at scratch, and H. G. Waters at 250 yards. Clafin easily overcame Waters's handicap taking the lead in the fourth lap, and finishing in 6m. 21 $\frac{3}{4}$ s.,

thus beating Gideon's two-mile time in the Fast Day race just $\frac{3}{4}$ of a second. The second heat of the one-mile race was now run, Pope's handicap as before, and Ahl starting from scratch. The latter caught and passed his opponent in the third lap, and spurring handsomely, came home in the splendid time of 2m. 58 $\frac{3}{4}$ s. thus lowering his Fast Day performance 2 $\frac{3}{4}$ s. Clafin and Waters closed the day's programme with the second heat of the two-mile race, the latter's handicap as before. Clafin overtook and passed Waters on the fourth lap, winning the heat in 6m. 26 $\frac{3}{4}$ s., Waters's time being 7m. 33s. The gold medals won in these heats by Ahl and Clafin are only held by them subject to conditions previously published.

A SIX-DAYS' race for the championship of Australia was held at Melbourne, in which Rolfe was victorious, making nine hundred and ten miles. The prize was £50, a gold medal, and the title of champion.

At Toronto, Ont., 1 April, Rollinson and Mlle. Armaindo gave a ten-mile racing exhibition at the Horticultural Gardens, the lady having half a mile start. Rollinson, as usual, was beaten by Miss Armaindo, her time being 41m 7s. The track had nine laps, and Rollinson had three to cover at the finish. Messrs. Meyers and McDaniel rode a mile in 4.37 and 4.26 respectively.

J. S. PRINCE is arranging another series of races to be run at the Institute building the 22d inst., to include a five-mile scratch race and a one-mile handicap, and several other interesting events. Underwood, Dean, Clafin, Corey, and one or two others have signified their intentions of entering. Entries fifty cents, to close Tuesday noon, 18 April, may be made with the editor of the BICYCLING WORLD. All desiring to compete are requested to enter as soon as possible.

IN the bicycle slow race at the Union Athletic Club Exhibition in Music Hall, Tuesday evening, A. H. Baldwin and C. S. Howard, of the Union Athletic club, and P. T. Lovell, of the Crescent Bicycle Club, appeared as contestants, but the latter dropped out soon after the start. The other two accomplished the turn with the chances in favor of Howard, when he fell out, leaving Baldwin the winner of the race. Mr. A. L. Atkins, of the Massachusetts Bicycle Club, performed with ease and grace a number of very difficult feats on the bicycle.

ALTHOUGH Gideon's time for five miles, 16m. 10 $\frac{3}{4}$ s., is now the lowest American record, yet Dean's performance really surpassed it; for instead of the scratch men overtaking and capturing his handicap at any point in the race, he actually overtook them in the second lap, and so gained the seventy-two yards intervening between him and their backs, — or, as he was about twenty yards behind them at the finish, say he added fifty-two yards to his handicap. As he

finished only twenty yards—that is, about two seconds—behind them, his actual time from scratch was about 16m. 4s.

In the *Herald* man's report of the Fast Day races, he says: "The fastest mile previously made in this country was by Gideon, in New York, in 3m. 8½s." Man and time both wrong. Clark was the man, and the time was 3m. 8½s. Speaking of the five-mile handicap, he says: "In fact, up to the last moment, it was anybody's race as regards second place, Dean having overcome his 280-yard handicap and secured first place by swift and graceful riding." It was not after this manner when Kempton reported bicycling for the *Herald*. Evidently its new man needs a little coaching on bicycling history and handicaps.

The Bicycle Club Wedding.

BY PRESIDENT BATES.

THE club were debating a trivial proposition made by the vice-president, under the order of miscellaneous business. The next meeting would bring our semi-annual election; hence the vice-president considered it necessary to propose something. Mr. Cubb, whose great virtue is unswerving loyalty to the vice-president, was very earnest in support of the proposition; while Mr. High, who expects to be himself elected vice-president, was sarcastically opposing it; and Mr. Lowe, whose eloquence has gained for him such a wide reputation, was making some vivid remarks,—exactly on which side was rather doubtful. They were all talking at once. The president, who appreciates the policy of permitting mild infractions of the rules just before a re-election, was appearing to listen with an expression of benign interest, while he was secretly reading a note which a messenger boy had just handed in at the door.

Whack!

Down came the president's gavel on the desk, with a resounding slap. (The president really used a flat ruler, borrowed from the secretary. A flat ruler is a great deal the handiest; besides, it makes a much louder slap when you rap on the desk. But calling it a "gavel" sounds more imposing.) This was a tremendous whack. The secretary hastily scrambled his legs down from his table. Mr. Lowe, whose eloquence was punctuated, so to speak, in the middle of a lofty gesture, started back, stumbled over Mr. Condor's feet, and sat down hard in the club spittoon. Mr. High and Mr. Cubb slowly subsided into their chairs, glaring at each other.

The club was astonished. There was an extraordinary silence.

The president arose and looked upon the club with great official dignity. The club looked upon the president with amazed expectancy.

"Gentlemen of the club," said the president, impressively, "the Chair fully

recognizes the importance of the proposition made by our very worthy vice-president. But the Chair has received a communication of such great interest to the club, the proper consideration of which will consume all our remaining time this evening, that the Chair feels constrained to ask of the courtesy of our ever gentlemanly vice-president that he will consent to withdraw his proposition, subject to renewal at any future meeting."

The vice-president, having already seen that his proposition would probably be defeated, quite eagerly withdrew it. The president then directed the secretary to read the communication, which ran as follows:—

DETROIT, Dec. 20, 1881.

Dear Mr. President:—Mr. Bumps unites with me in urging a request which we are sure you will approve, and the club will grant.

Our marriage is fixed for the afternoon of New Year's in the Rev. Dr. Ample's church, at 4 o'clock; reception at eight o'clock; we take the train at eleven o'clock.

As the acquaintance which has led to our union began with the New-Year's call on wheels of the club, we both feel that we owe much of our happiness to your kind interest and to the bicycle club; and we desire (if you and the club consent) that the club shall attend our wedding and reception in uniform, and escort us, on wheels, to and from the church, and to the train.

While this will confer upon our wedding a unique distinction, you know us too well to suppose that any such consideration inspires our request. It is rather because I shall feel more entirely happy if the club, to whom we owe the beginning of our affection, shall be with us at its consummation.

With affectionate regard, your ever-faithful friend, MARIETTA TONISH.

This letter was greeted with unprecedented applause. The entire club gave three cheers and a tiger for Bumps, and nine cheers and a tame bear for Miss Tonish. The tiger is an Eastern animal, which everybody understands. The tame bear is a Detroit Bicycle Club invention. The members grasp each other's arms in pairs, and indulge in an uncouth dance, flinging the legs in unison to the right at right angles with the body, and then to the left, and then jump up and come down hard on their heels, with a simultaneous whoop. As an expression of unbounded enthusiasm, this is the most effective performance ever invented. The president and the secretary performed it on top of the secretary's table. I recommend its adoption by the L. A. W. President Pratt and Col. Pope could do it together with extraordinary effect.

After this Mr. Cubb stood on his head in a chair. Mr. High grabbed Condor's hat, and kicked it clear up to the ceiling. Condor manifested his delight by jab-

bing his finger into the vice president's side, making him double up like a jack-knife. Twiddle stood upon the backs of two chairs and swung his hat, till Mr. Tripp jerked one of the chairs away and let him down. Mr. Lowe remarked, as soon as he could be heard, that "the h'eclaw of this h'occasion would h'eclipse anything ever known in the West."

The president rapped sharply for order, and recalled the club to business. By a formal resolution, the president was authorized to accept the invitation. A committee was appointed to act with the captain in arranging a programme. A special meeting was ordered for the 27th, to receive the report and programme from the committee, and the club adjourned in the jolliest spirits ever heard of.

Every experienced president knows how the special meeting got on. It required all the president's tact, authority, and parliamentary knowledge to hold the club to the direct line of business. On matters of this sort in all clubs, nearly every member makes some proposition, which he regards as of vast importance, but which the rest regard as trivial, because they did not think of it first. Questions of dress, deportment, parade drill, and such lofty themes always bring out all the small fry of debate. Twiddle proposed that the members should be required to wear white kid gloves. The Chair choked the discussion by ruling the proposition out of order, without first rescinding the acceptance of the invitation, which distinctly specified that the club should appear in its regular uniform; and it was now too late to rescind that action, after the formal acceptance had been delivered to Miss Tonish, thus binding the club. Skillett proposed that every member should wear a rosebud and an orange blossom on his left breast. The Chair cut short much eloquence by stating that courtesy would require the club to wear just such bridal favors as the groom and bride should see fit to select. Spanker proposed that the club should ride in column at the head of the bridal procession. The Chair nipped a wrangle in the bud by reading the rule which provides that the captain shall have the order and control of all parades and rides. Gallup said the club could not dance in their club riding shoes, and proposed that all wear dancing shoes during the parade. The Chair turned off the faucet of oratory by repeating that the club must wear its regular uniform; but members could change their shoes in the dressing-room when dancing should begin. Mr. Lowe said that perhaps the club would be toasted; and he proposed that a club orator should be appointed to respond. Mr. Tripp moved that Mr. Lowe be appointed club orator; Mr. High at once sat down upon this evident scheme by declaring that the wheelmen of the country, as well as the members of this club, would be disappointed if any other than their illustrious president should speak for the club upon

an occasion when his widely renowned humor and pathos would be so signally appropriate and delightful to all his hearers. Mr. High's remarks were greeted with such general applause that Messrs. Lowe and Tripp immediately subsided. Finally the long session was closed by the adoption and thorough understanding of the programme presented by the captain and committee.

For almost the first time in the history of the club, every member was on hand and punctual at the Meet, New-Year's afternoon. We mounted and rode to the Tonish house exactly at the time agreed upon. We were received with much impressiveness. Mr. and Mrs. Tonish came together to the door to welcome us. Our machines were stacked in pairs on the lawn, and a servant was specially detailed to guard them. Mrs. Tonish, with large condescension, said she was honored by our presence. Mr. Tonish inquired the prices of our machines, and wondered if there was not money in the manufacturers' stocks. The house was full of pretty bridesmaids, who kept flitting back and forth between the bride's room and the parlors. The club immediately began several promising flirtations with them.

Presently there was a soft rustle of laces, and the bride came in, attended by a bevy of her girl friends, dressed for church. How lovely she was! How charming they all were! But we had barely time to note how enchanting the bride appeared before she saw us; whereupon she immediately broke out of the circle of girls and came forward, all smiles, dimples, blushes, and eyes shining happy welcome, and gave me both her pretty hands, saying how kind it was in us to comply with her request. And then she shook hands warmly with each member of the club, and said something pleasant to each. Her mother cried out warningly, "My dear, you will rumple your dress!" But she only laughed, and replied, "Never mind, mother; I think a great deal more of my friends than of my dress." But the bridesmaids seized her, and put the finishing touches on her toilet, and carried her off to the carriage.

And Bumps! Bumps looked just as much like a resigned, happy frightened, brave, trembling, but desperate idiot as bridegrooms always do. He was as clean, as unwrinkled, as shiny, and wooden-jointed looking as barbers and tailors, hatters and gloves could make him. And like all men in such circumstances, he did not know exactly what to do with himself; so he just stood still and wore a sort of apprehensive grin, just like a novice the first time he rides the wheel in public, and tries to look as though he were used to it.

The procession to the church was a grand success. The carriages containing the bride and groom, the bridesmaids and groomsmen, and the parents, were escorted by a line of wheelmen on each side, while two wheelmen rode ahead to clear the way. Every machine was pol-

ished till it shone; every rider's uniform was clean, natty, and neatly fitting. A handsomer lot of fine, athletic, manly fellows could not be collected. Every man wore upon his left breast a bridal favor of flowers, fastened with a true-lover's knot in narrow white ribbon. The line they kept was perfect, the riding erect, easy, and graceful. The people along the streets watched their passage with evilent admiration, and the street gamins all hid with delight.

Arrived at the church, the club formed in double lines from the carriages to the door, each man standing by his wheel, while the bridal party passed between. Then we stacked our wheels in front of the church and left them under guard of a policeman, and marched in to the seats allotted us, in column of twos.

After the impressive and beautiful ceremony, we escorted the carriages back to the house. Cubb got so interested talking with one of the bridesmaids that he took the only header of the occasion. When he arose, Twiddle advised him to hurry into the saddle, whispering as he passed that Cubb's knickerbockers were muddy on a conspicuous place. Cubb was so startled that he fairly jumped into the saddle, nearly taking another header. But when he dismounted at the house, Mr. Graves, who never takes or helps a joke, assured Cubb that it was a false alarm.

At the house the bride was kissed; and in the enthusiasm of the moment, the bridesmaids were also kissed. Such mistakes will occur sometimes. Bumps, who had not recovered from his panic at the church, was so awfully confused that he actually kissed his mother-in-law, the stately Mrs. Tonish. That lady looked haughtily astonished; but after a moment's reflection, she allowed an expression of sweet contentment to steal over her features, as though she rather liked being astonished. She kissed her daughter, the bride, so warmly and tenderly that she astonished all of us. Mr. Tonish forgot all about stocks and bonds and markets, and was as pleasant and natural a host, and as loving and tender a father, as you ever saw. He was evidently rather proud of Bumps, who is a successful business young man, and a large, manly fellow, while Mr. Tonish is a rather small-sized man. Then we all sat down to a lunch, during which various little congratulatory remarks were made. When the lunch was nearly finished, the bride lifted her glass and proposed the toast, "The Detroit Bicycle Club." This toast was received with great applause, whereupon the president of the club responded as follows:—

"Ladies and Gentlemen: The bicycle club was never so proud of its achievements as at this moment. It has won many distinctions. The breasts of its champions glitter with medals taken in many honorable contests, which have tested their manly strength, speed, skill, and judgment. But our happy brother, Hyperion Bumps, has won the choicest

prize of all; and we celebrate his good fortune with all our hearts, and with our best good wishes. Doubtless he has felt during his race all the usual anxieties, doubts, and fears which harass a champion amid the uncertainties of the start, the varying fortunes of the back stretch, the grim determination of the grand struggle on the third quarter; and all the exulting joy of assured victory when coming down the home stretch. It is the highest possible praise to say that we all heartily believe him worthy of the lovely prize which has rewarded his gallant effort. With his brilliant example before us, the club cannot fail to do and be better than ever.

"There are prizes which capture their captors. Thus, we say when a saint has won the joy of the blessed, not that our dear one has taken heaven, but that heaven has taken our dear one. And so we give our brother to that prize which has taken him. We, who know his frailties, charge you to cherish him dearly, admonish him gently, guide him lovingly, and improve him carefully. Of late he has been often absent at evening roll-call. Take especial care to correct this grievous fault. Cure his absent-mindedness; restore his wind, which has become broken by frequent sighing; relieve those palpitations of the heart which have made him wobble in his riding whenever the club rode by this house; break him of the habit of gazing abstractedly at the portrait in the locket attached to his watch chain when the president is making interesting remarks; and restore him to the club that perfect gentleman in outward observances which the club knows him to be in inward quality.

"You were told at the altar that 'whom God hath joined together let not man put asunder.' Let me speak what I know you feel to be true, and say that those who have been really joined of God, man cannot put asunder. Genuine love is an immortal bond of union. As we ride through the journey of life, we shall find no other enduring oneness than this.

"On the path upon which you have now entered, the wheel for the single rider cannot run; but the companion tricycle is the proper carriage. Its pedals must move in unison; its steering bar must be guided by one united will. Let its tires be of pure affection; its cranks of loving industry; its bearings be oiled with never-varying kindness; its cushions be mutual forbearance; its lamps shed the clear light of honor; and be ever careful that there shall be no fallings out by the way. And may Heaven grant you a clear and easy road to that peaceful ending which should be found only in the quiet valley of a serene and happy old age."

After the applause which followed the pre-ident's address had subsided, the club retired, to return at eight o'clock and attend the reception.

There was a great jam at the reception. All the best society of the city

was there. I need not describe the rich and elegant presents, nor the beautiful costumes; for all these are reported in the columns of the daily papers. The club, being in uniform, appeared well, enjoyed themselves greatly, and attracted general attention. Everybody said that their presence and escort was an unique and admirable distinction at the wedding. But in this jam there was little opportunity for any special fun.

At half past ten o'clock the club escorted the happy pair to the train. Before the train started, the bride shook hands with us, and kissed the president good by, saying, with happy tears in her eyes, that she should count the bicycle club among her dearest friends as long as she lived.

Then the club returned to the house, and found that most of the elder people had retired after the departure of the bridal party, leaving plenty of room for the young people to dance and enjoy themselves. The club at once went enthusiastically into the business of having a good time. The club danced; the club played games of all sorts with the pretty girls; the club flirted decorously but with pronounced *aplomb*; the club was the life and soul of the proceedings.

Tommy Littleweed, who is one of the new members of the club, discovered that Grace Flash, who is his best girl, was present; and the way that pair flirted was too audacious for anything. The president noticed that Miss Flash wore a dress of the same color as that worn by Miss Daggar, the severely dignified principal of the young lady's seminary at which the bride's education was finished. Miss Flash was seventeen and pretty; Miss Daggar was forty, and strikingly correct, dignified, and severe of aspect and manners. But they were of about the same height. Miss Daggar was keeping a sort of guardian eye upon such of her charges as were present. Tommy Littleweed and Miss Flash, the president observed, apparently liked to promenade in the dimly lighted hall leading to the stairway. The president casually mentioned these facts in the hearing of High, Lowe, and Condor.

How it happened it was not the president's official duty to inquire; but by some accident, Miss Daggar shortly thereafter went into the dimly lighted hall just at a moment when Tommy Littleweed was anxiously waiting for the reappearance of Miss Flash, who had been called away by one of the other young ladies. Miss Daggar had proceeded only a few steps down the hall when she was suddenly seized about the waist from behind, clasped to a manly bosom, and kissed squarely upon her lips. Probably Miss Daggar had never before experienced anything like such an outrage; but instinct taught her instantly the proper course to pursue. She shrieked shrilly; she wrenched herself free instantly; she towered like a bridleing fury above the appalled and shrinking form of Tommy Littleweed; she

pronounced the word "Sir-r-r!" in a tragic tone which would be a grand success for a Lady Macbeth on the stage. Tommy's knees knocked together. He stood for a moment staring like an idiot, with his mouth open.

"What does this mean?" said Miss Daggar, advancing towards him.

"I—I did n't mean to—I—I thought it was some one else!" blurted out Tommy.

This was adding insult to injury. The only thing that could possibly be worse than to tell a lady, after kissing her, that you did n't mean it, would be to add that you thought she was somebody else!

Miss Daggar's indignation was something awful to see; and by a singular coincidence, nearly everybody was in the hall at the very first shriek of alarm, just as though that was an expected signal to bring them there. What might have happened nobody knows; but at this critical moment, Mr. High came gallantly forward, took little Tommy by the arm and headed him for the stairway, whispering in his ear the single word, "Scoot!" Then Mr. High, with the most profound air of respect and chivalrous admiration, turned to Miss Daggar, as little Tommy disappeared, took her hand reverentially; and very gently stealing his arm about her, so as most deferentially to support her agitated steps, he led her back into the room, to a seat, saying softly, "Dear Miss Daggar, let me assist you. You have been cruelly distressed." And he got a glass of water for the agitated fair, and soothed her in such an admirably simulated manner that half the girls in the room almost wished they were in Miss Daggar's place; for High is a tall, fine-looking man, with very gentlemanly manners—when he tries. Courtesy to ladies is one of the virtues which bicycling invariably promotes.

Presently I thought it best to go and look after our wheels. They had been left stacked beside the house, near the kitchen, in charge of a servant; and I had sent Cubb to look after them, but he had not returned to report. I found the machines all right, with the servant leaning against the house, half asleep. Certain sounds like the popping of beer bottles, mingled with German words, drew my attention to the kitchen steps. There I found Mr. Cubb kissing a pretty German kitchen maid, who repulsed him very feebly, exclaiming, not loud enough to be heard by anybody inside the kitchen, "*Ach! weh! Gäh wet!*" and other language to that effect. Retiring a few steps, I called Mr. Cubb's name, and he appeared instantly saying that he had been in the back-yard to smoke a cigar. I transfixed Mr. Cubb with one of my most official looks, and asked him severely if he had any of those cigars left. He immediately produced his cigar case, and positively insisted on my accepting three cigars,—all he had,—merely observing, "Don't mention this to the boys." The respect and affection

which generous youth pays to age and virtue, as shown in little gifts like this, touch the finer chords of the human soul, and make sweet and mellow the gentle ripening of the autumn of life. Despite Mr. Cubb's commendable modesty in desiring me not to mention it, I cannot forbear to remark that few presidents of clubs are honored by such unsolicited kindly tokens of loving regard from their admiring constituents.

Returning into the house, we found Tommy Littleweed and Grace Flash down-stairs, in the library, with some other young people. They had recovered their spirits, and were happy again.

How the club danced with all the pretty girls, and flirted with the prettiest; how the captain sang the "Mary Tonish" serenade song to the air of Robin Adair, and was greatly applauded; how the president led the Virginia reel with the beautiful and witty Widow Sparkler; how Mr. Blower, our bugler, ate ice cream four times with Miss Olive Dimple, and it made him feel sick; and how the club generally enjoyed itself hugely, I need not write. All happiness is transitory; and at exactly two o'clock in the morning, the club drew up in line in front of the Tonish house, mounted its wheels in unison at the signal from the bugler, and rode merrily away through the crisp and frosty night. One by one said good night at various corners, to take their nearest routes home, until finally the president and Tommy Littleweed were left riding together alone. Then Mr. Littleweed, after sighing heavily, asked the president, "Now, really, was n't that a put-up job on me?" "Which?" said the president, innocently, trying to look puzzled. "That Daggar business," said Mr. Littleweed. The president solemnly assured Brother Littleweed that it was impossible: the members of the club never put up jobs on each other—never. Mr. Littleweed said that well, *he* hardly thought they would do such a thing; but Grace had suspected Mr. High and Mr. Lowe. I again assured Mr. Littleweed that it was impossible,—that Mr. High and Mr. Lowe were too high-minded to perform so low a trick. Whereupon Mr. Littleweed was so much relieved in his feelings that he got down from his wheel to shake hands with me at my door, which I entered and closed behind me in good humor with myself. For there is no higher pleasure to the virtuous mind than to check the growth of mistrust in the innocent soul of ingenuous youth, and so preserve as long as possible the sweet and tender bloom of confidence, which stern experience will wither all too soon with a frosty knowledge of how hollow and deceitful are the friendships of this wicked world.

And so altogether it was the happiest Happy New Year in all the wide continent; and the last thought of the president, before he sank into the peaceful slumber of the just and good, was a fervent wish that the whole L. A. W. might go and do likewise.

The Keystone Bicycle Club.

KISSING the smoke clouds that wreath their rough brow,
ECHOING shrieks of the imprisoned steam,
YIELDING their treasures the land to endow,
STAND the grim mountains by Allegheny's stream.
THERE in the vale, where the bright waters meet,
ON whose green banks once the Indian did dwell,
NESTLES a city, whose every street
ECHOES the bicyclist's musical bell.

BRIGHT through the "smoky town" flashes his wheel;
INTO the valleys his courser is run;
CLEAR sounds the bugle call, — see how his steel
YIELDS gleam for gleam to the glance of the sun,
CLEAVING the air like a meteor of light:
LO! not the trained steed surpasses his flight.
EQUAL, if possible, such a delight.

CROWNED with success be ye, champions of speed;
LAURELS of fame may your foreheads entwine;
UPLIFT the wheel standard! Let all men read:
BICYCLERS' glory can never decline.

MINNIE F. MOSHER.

PITTSBURG, 31 March, 1882.

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.]

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.

THE secretaries of the following clubs have responded to the above: San Diego, Lone Star, Pawtucket, Rockingham, New York, Champion City, Buffalo, Charleston, Scranton, Abington, Star, Nashua Wheel, Æolus Wheel, Sparta, Missouri, San Francisco, Seaside, Chicago, Rutland, Brooklyn, Bay State Wheel, Albany, Nutmeg, Crescent (Boston), Philadelphia, Cleveland, Kings County Wheelmen, Cincinnati, Marlboro', Montreal, Frankford, Quebec, Marblehead, Amherst, Rochester, Dorchester, Mount Vernon, Manchester, Dubuque, Buckeye, Brunswick, Syracuse, Providence, Keokuk, Capital, Hartford Wheel, Holyoke, Cortlandt, Columbia (Attleboro'), Manchester, New Britain.

DUNKIRK BI. CLUB. — *Editor Bicycling World*: — A meeting of Dunkirk wheelmen was held Friday evening, 31 March, which resulted in the organization of the Dunkirk Bicycle Club, with the following officers and members: President, G. E. Blackham; vice-president, R. H. Smith; secretary, Avery McDougall; treasurer, N. J. Bartholomew; captain, R. H. Smith; bugler, N. J. Bartholomew; T. D. Vandevort, E. Keller, Jr., H. F. Probart, O. U. Kimball, H. K. Williams, E. C. Perry.

AVERY MCDUGALL, Sec.

DUNKIRK, N. Y., 3 April, 1882.

MILWAUKEE BI. CLUB. — The annual meeting was held Monday evening, 3 April, at H. C. Haskins's office on Broadway, for the election of officers, who are as follows: President, Albert C. Jones; vice-president, H. C. Haskins; secretary, Angus S. Hibbard; treasurer, Frank G. Stark. Road officers: Captain, Andrew A. Hathaway; sub-captain, Harry C. Reed; first lieutenant, Adolph Meinecke, Jr.; second lieutenant, Henry W. Rogers; third lieutenant, Howard J. Gilson; fourth lieutenant, Fred. L. Pierce; color bearer, Samuel Marshall. Directors, H. C. Reed, A. A. Hathaway, Samuel Marshall. W. A. FRIESE.

MISSOURI BI. CLUB. — *Editor Bicycling World*: — At the first annual meeting of the Missouri Bicycle Club, held Tuesday evening, 4 April, at the residence of John D. Perry, Esq., of Vandeventer place, the following were elected officers for the ensuing year: President, Richard Garvey (re-elected); vice-president, H. C. Cranz; secretary and treasurer, Geo. C. Oeters (re-elected); captain, C. E. Stone; lieutenant, R. E. Perry.

GEO. C. OETERS, Sec.

ST. LOUIS, 7 April, 1882.

CLEVELAND BI. CLUB. — *Editor Bicycling World*: — At a meeting of the Cleveland Bicycle Club, held in the riding school Wednesday, 5 April, the following officers were elected for one year: President, J. H. Wade, Jr.; captain, Fred. T. Sholes; sub-captain, Frank Douglas; secretary, J. H. Collier; treasurer, J. D. Climo; directors, Fred. T. Sholes, Sterling Brewer, Harry Avery; bugler, Harry Glidden. Five new members were admitted, with indications for an increase in membership at each coming meeting. It was decided to commence our club runs, and have them twice a week from this time forward.

SECRETARY.

CLEVELAND, OHIO, 7 April, 1882.

ALBANY BI. CLUB. — At our regular annual meeting, held 6 April, the following officers were elected: President, R. S. Oliver; vice-president, James Maher; secretary and treasurer, E. D. Mix; captain, A. H. Scattergood; sub-captain, Fred. B. Hubbard; bugler, E. D. Mix; standard bearer, G. S. Weaver, Jr. We elected eleven new members, and expelled six owing to delinquency in payment of assessments and dues. Our club now numbers thirty enthusiastic men, and as more are coming in, we expect to have as fine a club as there is before long. Our uniform is full blue, and *not* blue and gray as printed in the Year Book.

SECRETARY.

ALBANY, N. Y., 7 April, 1882.

NEW BRITAIN WHEEL CLUB. — The annual meeting of this club resulted in the election of the following officers for the ensuing year: President, Geo. W. Corbin; captain, Wm. A. Dwight; sub-captain, George Stearns; directors, Henry Eddy, F. H. Arnold, F. H.

Johnston; sec. and treas., R. C. Pearsons. The club has twelve members, and two applications to act upon next meeting. RANDOLPH C. PEARSONS.

NEW BRITAIN, 10 April, 1882.

AT a meeting of the Lawrence (Mass.) Bicycle Club, held 3 April, the following officers were elected for the ensuing year: President, M. D. Currier; captain, T. S. Webb; senior sub-captain, H. A. Emmons; junior sub-captain, A. M. Tacy; secretary and treasurer, F. Cogswell; bugler, J. L. Tacy; directors, E. E. Branch, D. M. Spooner, and N. M. Cogswell. The club now has a membership of about thirty, and is in a flourishing condition. — *Spirit of the Times*.

CAPT. T. S. MILLER, of the Chicago Bicycle Club, has issued the following orders to his command: Active members of the Chicago Bicycle Club must be provided with a uniform by the first day of May, 1882. No man will be allowed to parade with the L. A. W., 30 May, who has not a full uniform, barring polo caps. Of the regular club drills called between now and 30 May, members failing to attend one half of them may be excluded from the L. A. W. parade.

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.]

Beach Riding.

Editor Bicycling World: — In answer to "Ontario's" query, would say that only a few of the beaches on this part of the coast afford good riding for bicyclers. Heavy storms frequently change the compactness of the sand, and there's no certainty of a beach remaining in good riding order throughout the season. A part of Old Orchard last August was excellent, but nearly one half of it had occasional innocent-looking soft spots near which several of our club members' heads found the sand full hard enough. Should he visit York Beach he must not fail to bring his wheel, for it has the hardest surface of any beach I have ridden on, and entirely free of rocks and soft places; at low tide the long and very gentle slope to the water makes an excellent floor for fancy or fast riding. The wheel leaves no impression, though it requires more force to ride on even this splendid beach than on a solid gravel road. Wallis Sands at Rye is generally poor. Foss's Beach to the south is short and stony, though the fastest riding I ever had was when I was blown across this beach by a terrible wind so rapidly that I feared to dismount until forced off at the end of the beach; and my companion only jumped off when a big wave struck him, completely drenching his wheel. Rye Beach I have rarely found worth riding on. Hampton Beach affords fair riding,

though it was a little loose when visited by our club last August. However, if report be true, the actions of some of the officers were ditto; for there are rumors of their attempts to ride their bicycles when clothed only in bathing trunks, excelling in scantiness the English reports of American club uniforms, and bearing strong resemblance to Wright's Mercury-al trade-mark. Lynn and Nantasket Beaches were fair, and Coney Island poor, when I tried them. I should advise "Ontari" and other visiting wheelmen to take their bicycles with them when going to the New Hampshire beaches, as the roads are excellent in the vicinity of all of them, and the novelty and coolness of a ride close to the waves worth trying, especially if their wheels are painted instead of bright or nickelled.

TELZAH.

PORTSMOUTH, N. H., 25 March, 1882.

Milwaukeee.

Editor Bicycling World:—Wheelmen in this city are quite jubilant over the decision of the L. A. W. Directors in selecting Chicago as the most suitable centre for the Annual Meet, 30 May, and are consequently making great preparations for the event. Capt. Hathaway will drill the club every week during April, and twice during the week in May. The club is strong in numbers, and members are very enthusiastic; and at the annual election, twenty-four of the tried and true answered to their names. Members of the club are agitating once more the subject of renting rooms in the centre of the city to be used as general headquarters and storing room for wheels during business hours, and a committee consisting of Messrs. Mann, Stark, and Haskins were selected to look up a suitable site and report at the next meeting of the club. . . . At last the wheel has arrived, — a full-nickelled 60-inch D. H. F. Premier, fitted with ball bearings to both wheels and double ball pedals. It is a model of beauty and symmetry, and admired by all. The curved handle bar is a splendid scheme, and while the curved outlines add to the beauty, additional ease and power are given to the rider; and after a thorough trial on the road last Sunday, it proved a roadster without an equal. It has eighty direct spokes, 5-inch gun-metal hubs, 1½-inch tire to the driving wheel, and 7⁄8-inch to the rear wheel. The front wheel bearings are Hillman, Herbert & Cooper's double ball, and the rear wheel is fitted with Bown's Æolus single ball bearings. The weather is now fine, and country roads are excellent.

SCRIBE.

MILWAUKEE, 4 April, 1882.

Wheeling Tactics and Insignia of Rank.

Editor Bicycling World:—Now that the directors of the L. A. W. have voted for Chicago as the place for the Meet this year, it befalls upon me to see to it that the Chicago Bicycle Club is properly drilled and dressed. First, drill. Now,

I know of some clubs who have adopted *exclusively the* — or rather *a* — "whistle code," and another club that uses the bugle. If the bugle is to be used generally, all clubs should understand its calls; and if a whistle code, *one* code should be settled upon and adopted to the exclusion of all others. The various League clubs in America should be a part and portion of a whole, — viz., the L. A. W. I have given this subject much attention for the past three months (since elected as captain), and have written up a little work, entitled "Wheeling Tactics. The system is thus: Whistle or bugle calls the men together; the men are brought up into line by verbal commands. Thus: "Fall in," "Right dress," "Front," "Attention," etc., to "Mount." After mounting, the whistle, — two whistles, ride in twos; three, in threes; four, in fours; a quick succession of short whistles, Quicken speed. Nothing is simpler. One long whistle means "Prepare to dismount." That is simply a "word of caution." Short whistle means, Obey the order all together. Then come the verbal commands again. I should like very much to see this subject agitated through the columns of the BICYCLING WORLD, and the matter brought before the L. A. W., and some set of tactics adopted and printed in the L. A. W. Hand-Book as official, perhaps. Whatever system is adopted, let it be to the exclusion of all others.

Insignia of rank. — I would like to hear, through the columns of the BICYCLING WORLD, from all the captains of all the clubs in America, explaining what they have adopted as insignia of rank for the road officers of their clubs. I will lead off by saying that the Chicago Bicycle Club has for captain, shoulder straps like the regular army, worked with gold on black; lieutenants, same as regular army, silver on black; bugler has a bugle worked on black in gold, and fastened to arms or shoulder. Captain wears a helmet with gold trimmings.

F. S. MILLER, Capt. C. Bi. C.

CHICAGO, ILL., 4 April, 1882.

Professionals under Compulsion.

Editor Bicycling World:—The exclusion of teachers in bicycle riding schools from the ranks of amateurs by the L. A. W. seems to me frivolous, unjust, and impolitic; and I wish to state briefly my reasons for so thinking, with a view to having the principles that should guide the League in dealing with this subject more carefully considered. I have no personal interest, present or prospective, in the matter; have no connection with bicycles, — further than to be an exceedingly bad rider of one; shall never race with anything faster than a wheelbarrow or the woman-suffrage movement; and the League could not by any ingenuity less than supernatural devise a definition of "amateur" that would exclude me. I have at heart only the general good of bicycle riders as a class, and I do not think it is likely to be much advanced by

forcing this small group of men, willy-nilly, into the ranks of professionals.

To begin with, I think it frivolous. The chief objection to classing them as amateurs, as I understand it, is that their occupation gives them opportunities for practice and training that others lack, and would enable them to compete at an unfair advantage in races with outsiders. It seems to me this is what the Sunday-school boy called "straining at a gate and swallowing a saw-mill." There are hundreds of unemployed youths who have far more leisure and just as ample opportunity for effective training as these teachers, who indeed have, as such, no special advantage over others. There is nothing in the act of holding a shivering novice on a wheel and teaching him the bicycle alphabet as he painfully pedals himself around the room, tumbling off now and then, that of itself fits a man to make good time on the race track, or avoid snags or steer deftly or keep his wind. It is true, as I can sorrowfully testify, that sufficient practice in busy hours in a hall like the Pope Company's, microscopic anyway and picturesquely decorated with close-set pillars down the centre, will enable a man (if he survives) to save a header under any circumstances, and steer away from any conceivable obstruction at the smallest notice; but obviously this is a kind of experience the teacher gets almost no advantage of, because the time when novices are strewing themselves around the floor under each other's wheels is just the time when he is busy and cannot avail himself of it. For the rest, his chance of training comes simply from the fact that he has a bicycle and some leisure to ride it, — wherein many others are much better off than he, as having less work to do. The truth is, such a criterion cannot be applied without absurdity. The range both of natural aptitude and of combined opportunity and desire for training among unquestionable amateurs is infinite, and any one with gifts for speed or bottom or dexterity is quite as likely to become an expert out of such employment as in it. As a matter of fact, *are* the teachers in these schools our best racers? Has their occupation given them such expertness as is feared? And of those who are fine racers, what proportion were so before they became trainers at all? Facts are of some value as well as argument, in this as in other matters.

That the exclusion is unjust will follow if the first proposition is sustained. It is not just that a man who wishes to be classed with gentlemen should be forced to class himself with jockeys (no offence to Messrs. Stall, Johnson, and other professional gentlemen), without good reason; and I know there are those who feel the exclusion as keenly as Capt. Hodges or the editor would. Witness, among other things, the feeling excited by the technical violation of the L. A. W. rule, and the proposed punishment of the offender, detailed in the last report. It is evident that the exclusion must be felt

as an indignity, or the subjects would not "kick" so hard.

Lastly, as to the policy of the rule. It is difficult to compress this part of the discussion into a few words, because it involves the whole subject of the aim and purpose of the League. One side of this purpose has, of course, no connection with the argument, and is purely temporary,—that is, to save bicyclers from legal or illegal persecution and obstruction, and to inform them of roads and conveniences. If nobody objected to bicycling, and bicycles would run up-hill, through sand or mud, or over stones, there would be no use for the League on this head. But another portion of its usefulness, which here concerns us, is to keep the sport clean as far as possible; and as no human power can keep men from racing who think they can make money by it, or other men from betting on the result, the League wisely tries to keep the goats separate from the sheep by drawing a line between the professional racing and those who take part in it (sure sooner or later to have all the unsavory and disreputable associations of horse-jockeying), and the class who are content to use the wheel for amusement and exercise, and whose competitions can offer little temptation to sports and sharpers. So far, I am heartily in accord with its action. But the business of a teacher of bicycling has no necessary connection with the taint of the race-course; and if any teacher wishes to keep clear of it why should he be permed with it whether or no, and held as an *ex officio* sport? And if he is not one, and does not wish to be one, is it wise to make him one perforce? Such a course, to my mind, will help on the very evil it is desired to avoid, by driving all *gentlemen* (L. A. W. gentlemen, of course) out of that employment, and making the practice-room simply a tag to the race-track. The teachers will *all* be sports; and if the spirit of the new accessions to our ranks does not become distinctly meaner and more sordid, it will be a solitary exception to the rule that men are influenced by the character of their surroundings and the tone of their companions. There are very distinct premonitions of it now, in the growing fractionousness of skilful amateurs under the rule of giving only medals for prizes, and the proposition to make them convertible into merchandise,—the thinnest disguise of racing for money I ever heard of. If dry goods, what is to prevent selling them for what they will bring, and why not give money prizes at once? The League would be crazy to give away its whole cause in any such fashion. But why go deliberately to work to make it worse? Moreover, this very complaint shows that the interests of amateur racers are not going to be prejudiced by competition with trainers, even if they were more skilful than they are; for they will tire as soon as others of having only a bushel or so of medals to show for racing, and either become professionals outright, or

stop racing in great measure, or race only with first-class competitors. Personally, I incline to agree with "Cyclos," that the League has racing on the brain much too strongly; but perhaps I should feel differently on the subject if I had either taste or capacity in that line myself, and it is certain that there are more rocks ahead in that direction than any other.

I do not intend to elevate this matter into a factitious importance, or pretend that the future of the League or the decency of bicycling hinges on it; but if it is worth while to draw the line at all, it is worth while to draw it in the right place, and if the League thinks it worth while to give time to one man's case, it is surely worth while to speak for a whole class.

F. M.

BOSTON, 7 April, 1882.

Manchester.

Editor Bicycling World:—The Manchester Bicycle Club opened the season yesterday,—Fast Day. Light rain in the forenoon left the streets rather sticky, so we held the sidewalks outside of the business part of the city. Our captain and president were "left," owing to the Pope Company's failure to deliver their new Experts, and Lieut. Brooks led the party with his "54." We wheeled it from two till five, and scored about twenty-five miles, over concrete, brick, gravel, sand, and mud, up and down hill. The "raw recruit" had a monopoly of the hydrants, fence posts, etc.; but being plump, no bones were broken, and he came up smiling every time. Our uniforms, which will be ready in a few days, will consist of dark-gray hat, shirt, and breeches, with light-blue trimmings, navy-blue hose and necktie, and low black shoes.

C. H. WILKINS, Sec.

MANCHESTER, N. H., 8 April, 1882.

Dropped, Cowhorn, and Straight Handle Bars.

BALL bearings and hollow forks are considered necessities at the present day to every first-class bicycle. Although many objections have been urged against them by conservative wheelmen; their advantages have been finally appreciated, and many riders would almost as willingly give up the rubber tire as to relinquish these famous improvements. But there are yet two other introductions that are by no means firmly established, especially in this country, although both are making such rapid strides towards unanimous approval in England as to soon place them in the front rank with balls and tubular forks. These are hollow rims and lowered handles. Of the first of these, the writer will now merely say that the two or three patterns known in America (notably the Invincible) have a few enthusiastic advocates, who feel that their general adoption is only a matter of time.

Lowered handles are obtained generally by one of three methods: first, by

shortening the head; second, by dropping the bar near the handles; and third, by the cow-horn bar, which partakes somewhat of the form of a Cupid's bow held to shoot vertically upwards. The Special Club, Light Roadster Harvard, and Yale represent these three forms respectively, and are probably better known to the readers of the WORLD than any other machines possessing them. Of the immense advantages in comfort and power of low-placed handles, it is not necessary to speak further than to suggest to all doubting wheelmen the experiment of lifting themselves on a health lift with the handles raised so as to bend the arms when ready to lift, and then to lower them so that the legs only are bent, and the pull on the arms is straight from the shoulder, through the elbow, to the hand.

Which of these three methods of obtaining this object is the best? Which gives the greatest comfort to the rider without interfering with the proper construction of the machine? Obviously the first does not, on both counts; for if a straight bar is *one half* low enough, it bruises the thighs, and short heads are not compatible with steady steering or reasonable wear. There are two or three exceptions to the necessity of short centres in this class, as exemplified in the Defiance and Andrews's head patterns, but in these the first objection still holds good: the rider registers each half-revolution on his sore muscles.

Dropped handles are better in several respects. The steering head may be of proper length, and the handles placed lower than is possible with a straight bar. But no head is used upon any first-class bicycle that is high enough to carry a horizontal bar entirely clear of the thighs. Such heads are neither handsome nor necessary; so, while the second point, that of proper construction, is gained in this form of bar, the comfort of the rider is still incomplete. The third method, that of bending the bars to the cow-horn shape, enables the most approved form of head to be combined with perfect immunity from contact on the part of the rider's thighs, thus giving the two *desiderata*, perfect steering and perfect comfort. The handles are generally placed lower by this method than in the second. There have been two objections urged against the cow-horn bars: first that they are "unsightly"; second, that they render "legs-over" uncomfortable. That they give a peculiar appearance to a bicycle after the eye has become accustomed to the straight bar, cannot be denied; but the harmony of their graceful curves with the sweep of the backbone and the wheel circles inevitably brings over the most prejudiced to their better effect. I found that the irrepressible urchin was crediting my new Yale with *terrible headers* when it first rolled before the public gaze. With reference to coasting: Cross the feet, letting the thighs slip down into the inner curve; then lean well back, and the

coaster will have a position of perfect comfort, and of far greater security than by hanging them over a straight bar, as the legs are held directly over the centre of the wheel, and involuntary shifting is impossible.

Low handles are a great boon in mounting, as the traction on them is more nearly horizontal, and the hopping easier and more effective.

A most decided novelty in handle bars has appeared recently in England, in one the construction of which is designed to obviate the dangers of headers on the racing path; accidents that have resulted seriously frequently, and with occasional fatality on English cinders. The bars are attached to the front forks below the head, then run back horizontally, curve around in the form of a *U*, and terminate in good position for the handles. The thighs work *in front* of the bars, and the steering head is so modified that everything is clear in case of a tumble.

IXION.

Bicycle Clothes.

IN the selection of a uniform a bicycle club has ample opportunity for the exercise of good taste. There is a desire to appear well dressed, and to wear colors that will attain this end, and at the same time fill all the requirements of utility. Perhaps no other class of clothing is so roundly abused as a bicycle suit. It has to stand the fading of the sun, the shrinking influence of dampness and perspiration, the soiling of dust and creasing of wear, all in a great degree, and yet must look dressy and neat,—a combination filling at once the requirements of a pair of overalls and a full-dress suit. To select upon a color that will possess all these desirable features is well-nigh impossible. You cannot make blue, though quite rich-looking in a suit, cease to attract the dust and heat of the sun. Gray, possessing the ability to hold all the dust in the road without showing it, looks to some to be too plain. Perhaps the happiest combination in a bicycle uniform is the dress adopted by the Milwaukee bicycle club. Their coat is of dark green, with knee-breeches and stockings of yellowish drab.—a combination quite elegant but not at all loud. The shirt is of white flannel. On a run the coat is dispensed with, the wearer then being clad in light dust-proof and sun-proof garments. At the end of the journey the coat is donned, and the effect is quite dressy enough for any in-door wear. Perhaps the finest color to resist showing dust is this yellowish drab, at the same time not being of a nondescript or mongrel hue. Of course the standard of uniform is gray, depending for its appearance mostly upon the quality of material and make-up. The Chicago club is an exponent of gray,—gray stockings, gray knee-breeches, gray short sack-coat with narrow standing collar and white flannel shirt; exactly similar to the Milwaukee uniform in cut. The first order of our uniform was not liked very well, but since the club have been get-

ting its clothes made from a finer piece of cloth, and made up by an artistic tailor, the color has grown very much in favor. Gray is a lasting tint; one never grows tired of it. Perhaps its first impression may be too mild but a closer and more intimate acquaintance agreeably impresses one with its true beauty, that of a quiet elegance combined with utility. Hitherto our belt has been of blue to harmonize with the gray, producing a "scheme of color," as Oscar Wilde says; but the acquisition, lately, of members having a taste for color, has led to the adoption of a red belt with red-silk stitching in the shirt. The effect is a lively one, the amount of color not being sufficient to be gaudy. A very narrow cording of black running down the seam of the pants, is also voted for this season. Our polo will have a gold and silver monogram embroidered in the front. The captain will wear a neat touch of gold lace on black background around the collar, with gold-embroidered shoulder straps on black, both detachable so as not to show when used for a private run. The lieutenants will wear silver and black shoulder-straps. These are little trifles, not at all conspicuous, but they lend a neat effect on a run, and in our exposition drills. For a real striking uniform one must see the clothes of the Oshkosh club: seal-brown stockings of fine cotton; light-gray corduroy knee-breeches, with a slash of seal-brown corduroy sewed in the outside seams, running up about three inches from bottom. Seal-brown corduroy coat, with folding collar, lapels and ends of sleeves faced with the light gray; blue shirt. The first glance at this splendid combination strikes one forcibly with its elegance, but the first impression is not a lasting one. One soon tires of the effect; and while not inclined to pronounce the suit loud, a transfer of the glance to the quiet garb of the Chicago boys does rest the eye. Corduroy is a rich-looking fabric when made up well and when it is old enough to get rid of the peculiar odor that seems inherent to corduroy, it is quite agreeable to wear. The Ariels, of Chicago, have adopted the corduroy in gray, with fine black stockings, and they seem to think a good deal of it. Having a greater eye for color than the staid Chicago, they have adopted a red and black striped jersey in place of the white flannel shirt which is so deservedly popular with bicycle clubs. Perhaps the most striking uniform in a line of bicyclers is this Ariel combination. Its effect is quite pleasing, but the jerseys call forth so much of the sun's rays on a hot summer day that it is quite cool to be in their vicinity,—they take all the heat! The finest uniform, to our notion, is white duck, with white flannel shirt; light, cool, and pleasing to look at, but requiring too much laundrying. This is what ails the white flannel shirt, though one would be willing to give it all the washing it requires if it would not shrink so. On this account the flannel shirt is only fit to wear in its middle age. When

new it has to be much too large to allow for shrinkage. It soon takes this allowance, and after its second washing is a perfect fit. After third, fourth, and fifth washings it begins to get quite seldom; and there are members in our club who think the thing would go clean out of sight if washed enough! At this stage it is at its best,—soft, heavy, and of an agreeable creamy whiteness, apparently without any seams at all; but it has to be relegated to the rag-bag. Our club, thoroughly disgusted with its retrograding tendencies, have resolved to find a means to check it or find a substitute. There is a white cassimere shirt made which answers almost the same purpose without having the shrinking tendency so bad. Its only fault is that it combines a little gray with the white, which produces a dirty-white effect. Furnishing goods stores carry large lines of woollen shirts this year of various colors, made up after the style of the regulation bicycle shirt, and from these stocks one can make a good selection. It was the notion of a large minority to change the color of the Chicago B. Club shirt to old gold or snuff color, but the majority hung to the white, hoping for the discovery of some receipt whereby white flannel can be washed without shrinking.

STENO.

CHICAGO, 18 March, 1882.

NOTES, QUERIES, ETC.

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

Answers to Correspondents.

O. A., LOUISVILLE, KY.—Not at all. Always glad to accommodate.

FRED. PATEE, PEORIA, ILL.—Your favor from La Harpe received and did intend to publish; but it has been crowded out so long that it is now too late to be of any rest.

H. E. M., FOSTORIA, O.—Your communication of 23 February was mislaid, and is now too old for use. Let us hear from your section again.

BADGER, MILWAUKEE, WIS.—Your letter recommending Chicago for the Annual Meet was unavoidably laid over until too late to be of use; but as Chicago is chosen, it is as just well so.

CONSUL H. A. B., BRIDGEPORT, CONN.—We do not see that we can do anything special to reawaken interest in your district; we think the remedy lies more directly with you.

Editor *Bicycling World*:—Will some one having used the "Burley adjustable skeleton saddle" say if he has found it comfortable, and decidedly preferable to the "suspension" as furnished with Special Columbias? Poughkeepsie, N. Y., 31 March. T. C.

THERE is every prospect that there will be a great increase of wheels and wheeling the coming season, and dealers in bicycles report an unprecedented demand. The price of machines restrains many would-be wheelmen who would otherwise engage in the sport; but this objection has been removed in a measure by the offer of bicycles on the instalment plan by I. P. Lord & Co. The firm have been appointed agents by the Pope Manufacturing Company, and they offer wheels on very easy terms of payment. There are many persons who can get a bicycle in no other way than this, and these will find Messrs. Lord & Co. a very fair firm to have dealings with.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one-side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

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

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

APPLICATIONS.

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

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

RUTLAND BI. CLUB (new): Albert S. Marshall, Frank W. Knapp, William Ross (secretary), Cornele G. Ross, Fred. T. Tyrell, Ellsworth E. Morgan, George D. Tuttle, William J. Bagley, —all of Rutland, Vt.

KEOKUK BI. CLUB (active membership): Harry Pond, Henry C. Huiskamp-Will E. Pagett, Charles L. Stewart, Charles Bisbee, Geo. W. Delaplaine, Joe. G. Delaplaine, A. P. Barnett, Fred. P. Barnett, H. M. Lourie, G. B. Lourie, Edward Burghman, Lennie Matlers, John Van Den Berg, John Gibbons, F. A. French, E. H. Fuller, Will Craig; D. R. Craig, secretary, already a member L. A. W.

UNATTACHED. — Wm. Turkington, 140 Wabash avenue; D. M. Stevens, 477 W. Madison street; J. O. Blake, 77 State street; Harry Hamlin, Grand Opera House, —all of Chicago, Ill.; Dr. H. J. Wilcox, 81 Aisquith street, Baltimore, Md.; Arthur B. Holt, Kankakee, Ill.; Henry Schimpeler, 230 W. Market street, Louisville, Ky.; Willard O. Speakman, 833 Washington street, Wilmington, Del.; F. W. Davis, A. H. Overman, both of Hartford, Conn.

CONSULS APPOINTED. — MARYLAND, Baltimore: R. F. Foster, 229, 1 S. Calvert street.

MASSACHUSETTS. — Haverhill: J. F. Adams, 230, 85 Merrimack street.

NEW YORK — Shawangunk: Waldo P. Johnson, 231; Syracuse: Will. H. Olmstead, 232, 7½ Clinton street.

OHIO — Xenia: S. H. Livingston, 233, Xenia Bicycle Club.

General Order No. 1 for L. A. W. Meet.

To Captains of League Clubs:

Gentlemen: The officers of the L. A. W., at the last meeting, held in New York, 27 March, voted to hold the next League Meet in Chicago, Ill., on Tuesday, 30 May. It is only necessary that each of us should put our shoulder to the wheel and do all in our power to create an enthusiasm in our respective clubs and districts to make the coming Meet a grand success. You are earnestly requested to use your influence to induce as many members of your club as possible to be present on that occasion. Please report to me at your earliest convenience the number of riders from your club who will probably be with us at the Meet. Also inform me when you expect to arrive in Chicago, and at what hotel you prefer to stop. If your club is not to be represented, please advise me of the fact, and state reason why. Particulars as to special railroad and hotel rates will be given as soon as possible.

All reports should be in by 20 May, to assure the success of our undertaking. Per order,

S. ARTHUR MARSDEN,
Commander L. A. W.

NEW HAVEN, CONN.

To Unattached Members L. A. W.:

Gentlemen: — You are cordially invited to join in the parade and other pleasures of the League Meet to be held in Chicago, on 30 May. Please report to me by mail as soon as convenient, and before 20 May, if you can arrange to be present. Per order,

S. ARTHUR MARSDEN,
Commander L. A. W.

To the Captains of Bicycle Clubs not members of L. A. W.:

Gentlemen: The members of your club are hereby invited to be present and participate in the parade in connection with Meet of the L. A. W. to be held in Chicago on the 30th of May next. Please inform me as early as possible how many of the members of your club decide to be present at that time. Very truly yours,

S. ARTHUR MARSDEN,
Commander L. A. W.

To all Unattached Wheelmen not Members of the L. A. W.:

You are cordially invited and earnestly requested to at once send in your application for membership to L. A. W. All names sent in by 10 May will be acted on in time to assure election before the Meet. Wheelmen who are not members will be at the Meet, however, be welcome in the line, but will be expected to appear in bicycle uniform, and must not appear in citizens' dress.

Very respectfully yours,
S. ARTHUR MARSDEN,
Commander L. A. W.

CURRENTE CALAMO

AMERICAN 1-mile time: 2m. 58½s.

AMERICAN 2-mile time: 6m. 21¾s.

AMERICAN 5-mile time: 16m. 10¾s.

"WHY! ain't you ashamed of yourself." Colonel!

THE New York 7th Regiment are to have a bicycle club.

AHL is pronounced all, awl, or orl, — as you choose.

W. M. WRIGHT has a marine bicycle. — *Courier*. That's right.

A CORRESPONDENT of Lincoln, Neb., informs us that wheelmen in that city are about to form a bicycle club.

GIDEON deserves a complimentary medal for his handsome work on Fast Day.

SUNDAY was an elegant day, "aloft and a low," and the wheelmen in this vicinity were almost unanimously awheel.

A MINNESOTA subscriber discontinues the BICYCLING WORLD because, having married, he "had to go out of wheeling, you know."

PRESIDENT AYER, of the Solus Bicycle Club, has avowed his intention of riding 5,000 miles during the current year, and also of training to lower the one-mile race record.

NINETEEN of the Crescent Club, under Capt. Carpenter, rode to Waltham and took dinner at the Prospect House, Fast Day, returning in time to attend the Boston Club race meeting.

THE crescent of wild flowers on the elegant banner recently presented to the Crescent Bicycle Club, in recognition of their attractive participation in the January games of the Union Athletic Club, was painted by a lady of this city.

MR. JOHN GREGORY, the W. U. telegraph agent at Anderson, Ind., has dispensed with the services of an assistant, and delivers the messages himself in the liveliest manner possible by the use of a 50-inch Columbia bicycle; receiving a message, taking it to its destination a mile away, and arriving at his office in the space of twelve minutes.

THE New York *Sunday Courier* tells of two bicyclers riding in Woodlawn cemetery until after nightfall, and finding themselves locked in, they climbed a hawthorn hedge to gain the highway, but fell into the hands of a mounted patrol, who, hearing them talk about "lifting it over by the backbone," supposed he had secured a gang of body-snatchers, and was somewhat disgusted to find they were only honest men.

THAT excellent record and exponent of gentlemanly sports and reputable entertainments, *Turf, Field and Farm*, whose offices at 37 Park row, New York, where they had been located for sixteen years, were recently destroyed by fire, and with them a library of many valuable and rare works relating to sports, some of which can never be replaced, has secured new and handsome quarters at 39 and 40 Park row, where we trust it will long continue its useful and successful career.

SAN FRANCISCO NOTES — The regular monthly meeting of the San Francisco Club, was held 9 March, Capt. Butler presiding; the attendance of members being up to the average. A special committee was appointed to wait upon the park commissioners, with the object of securing additional privileges for members who ride through the park; and the club committee was appointed to wait upon Gen. McDowell to request permission for the club to ride over the roads of the Presidio Reservation. When the formal business had been disposed of, Mr. J. W. Gibson presented the captain of the club with a handsome badge, in the form of a gold star, with the word "Captain" engraved upon it. Mr. Gibson had previously presented the lieutenants and secretary with appropriate insignia of office, and was warmly thanked for his generous and well-timed gifts. . . . Messrs. Butler and Eggers expect to make their tour through Sonoma and

Napa Counties about the middle of the month if the roads are in proper condition . . . The Oakland Bicycle Club has amended the rules to increase the officers of the club, and the list now stands: President and captain, George H. Strong; vice-president, W. C. Gibbs; first, second, and third lieutenants, Messrs. Lowden, Taylor, and King, in the order named. . . . Our bicycle readers will read with regret that Mr. H. C. Finkler, lieutenant of the San Francisco Bicycle Club, recently met with a painful accident. In passing down the steps of the Supreme Court room, he slipped and fell upon his right hand, which was so badly injured that he will be unable to mount his bicycle for several weeks. — *Olympian*.

Prince vs. Mlle. Armaindo.

Editor Bicycling World:—Seeing Mr. J. S. Prince has accepted my challenge to a fifty-mile race, Prince allowing me a start of six miles, I will accept, and will be in Boston this month, and will race him on or about the 13th day of May, if convenient to him, for \$200; articles of agreement to be drawn up, and the editor of the BICYCLING WORLD to be referee and stakeholder.

Mlle. LOUISE ARMAINDO,

Champion Bicyclienne of the World.

MONTREAL, 10 April, 1882.

Boston Amusement Record.

BOSTON THEATRE. — "The World." . . . BOSTON MUSEUM. — Lester Wallack in "Rosedale." . . . GAIETY THEATRE. — Rice's Evangeline Company. . . . GLOBE THEATRE. — Haverly's Minstrels. . . . HOWARD ATHENEUM. — Buffalo Bill. . . . PARK THEATRE. — "Lights o' London."

ST. LOUIS, MO. Garvey's Bicycle Agency, 407 Chestnut Street, Agency of the Pope Mfg. Co., The Cunningham Co., Chas. R. Percival, and The John Wilkinson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles and Marine Bicycles bought, sold and exchanged. Free stabling for visiting wheelmen. Write for circular.

WANTED. — A 54 or 56-inch Roadster Bicycle cheap for cash. Address W. C. H., 227 State Street, Boston.

\$75 ENGLISH TRICYCLE, SPECIAL Centaur Ball-Bearing Tricycle, new in 1881, strap brake, front steering. In good condition. Cost \$40. L. H. JOHNSON, Orange, N. J.

WANTED. — To exchange, a 43-inch Excelsior Cyclometer, warranted in perfect order, for a 50-inch, same make; or will trade for a good hub lantern. PEDAL PUSHER, Box 190, Salem, Mass.



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

THE

MARINE BICYCLE CO.

Of Portsmouth, N. H.

Have ready for delivery a limited number of

Standard Marines.

Only an early order will secure one, as nearly all of the first lot have been sold to Director Lamson, Hill & Tolman, Consul Gilman, and other prominent wheelmen, yachtsmen, and hotel proprietors who tried them last year. They are not an experiment, as hundreds of ladies and gentlemen will testify that they are safe, easily managed, speedy, and comfortable.

C. A. Jackson, yachting editor of the *South Boston Inquirer*, writes: "The more I think of our six hours' ride in the snow squalls, against head winds and over the heavy waves off Lynn beach, and our dry landing through the waves at Nahant beach, the better pleased I am with the crafts. The sail I can hardly praise sufficiently; it proved its strength and durability fully."

Lewis T. Frye writes: "I was astonished to find what little exertion it took to run the Marine"

President Philbrick, of the Rockingham Bi. Club, says: "It is a splendid success. You have added many improvements this year."

Agencies have been established at Portland, Nashua, South Boston, Worcester, New York, Baltimore, Rochester, Erie, and other principal cities.

Large Photographs 11 x 14 in. will be mailed for 35 cents.

Send stamps for circular and price list of Marines.

Address

C. A. HAZLETT, Manager,

Portsmouth, N. H.

FOR SALE OR EXCHANGE

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

FOR SALE. — 58-inch Harvard, full nickel, \$110 60-inch Yale racer; weight, thirty-six pounds, an elegant machine, in perfect condition, \$135. Full nickel. Both machines have been ridden only on the track. A. J. EDDY, Flint, Mich.

WANTED. — A 54 or 55-inch ball-bearing Bicycle in good condition. Yale machine preferred. Address Box 502, Marlboro', Mass.

WANTED. — A 50 or 52-inch Bicycle. Send full particulars, and lowest cash price. Address E. F., P. O. 1,308, Boston.

A 52-INCH FULL NICKEL HARVARD for sale. Double ball bearings to front wheel, single to rear. In perfect condition. Lowest price, \$115. With stamp, address W. S. LANGLEY, Newport, R. I.

MISCELLANEOUS.

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

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

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

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

BICYCLE LEGGINGS. 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.

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

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

RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at \$45 and \$50. Rubber Tire Steel Wheel Velocipedes. Rubber Tire Steel Wheels for Baby Carriages. They are noiseless. Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.

784 to 794 Madison Street, Chicago.

N. B. We make an excellent 48 and 50-inch Rubber Tire Bicycle at \$55 and \$60, which we can furnish for export trade only.

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.

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NICKEL-PLATING AND PAINTING.

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28 1-2 Piedmont St., cor. Church St.,

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

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

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

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

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

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE AMERICAN STAR BICYCLE.**A SAFETY MACHINE.**

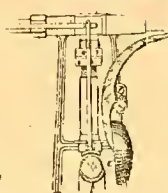
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

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

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

For further particulars address the manufacturers,

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

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.

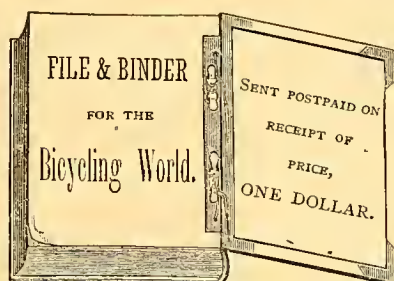
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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.

**WHEEL PERIODICALS.**

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.

LE SPORT VELOCEPEDIQUE.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. 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 Sturme. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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

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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.

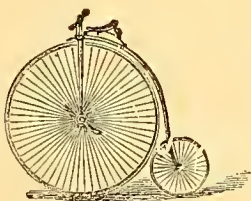
WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

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

Our No. 1 Bicycle is fitted with the "Aeolus" 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,

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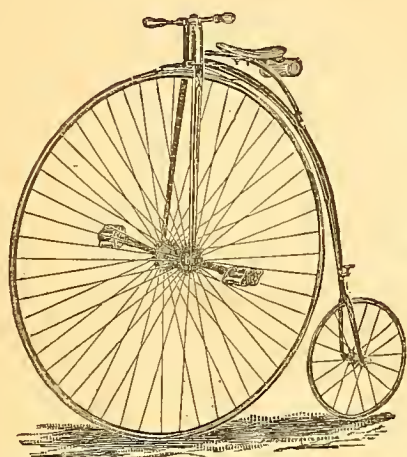
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LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT

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.
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THE STANDARD, 1882.



THE STANDARD COLUMBIA BICYCLE

Has become the most popular and has gone into largest use. Every lot shows at sight, or will show in use, a constant improvement in excellence. The best choice in the world for beginners, and for all-around road use. Prices range from \$75 to \$132.50, including extras; cone bearings, parallel bearings, or ball bearings. Different styles of finish; rubber or horn handles, etc.

Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY.

CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

Standard Columbias,

Special Columbias,

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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., 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.