

Bicycling World

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ADVERTISEMENTS

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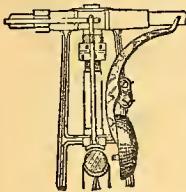
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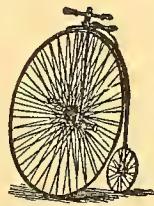
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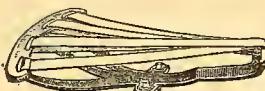
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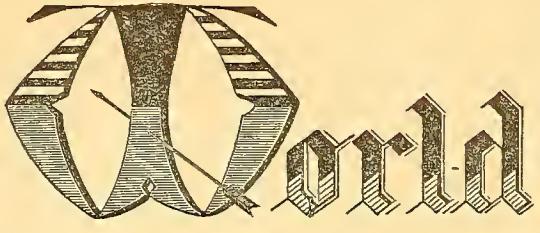
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CURRENT CALAMO

WHO goes to Montreal?

NEXT Wednesday will be a lively day for the Canadian wheelmen.

THE Holyoke Bicycle Club has just been formed, with twelve members.

AN interesting paper from President Bates, received too late for this issue, will appear next week.

ST. MARK'S COLLEGE at Southboro', Mass., has thirty pupils, and twenty-eight of them have bicycles.

THE medals for the League championships will be made by Messrs. Jaques & Marcus, Seventeenth street and Broadway, and will be on view one week previous to the race.

FRIENDS sending reports of events in their sections are requested to despatch them as soon as possible after each occurrence that they may appear in the earliest subsequent issue of the WORLD.

THE events to come off between this and our next issue are, 17 September, Nashua, N. H., meet; 21 September, Montreal meet and races; 21 September, Waverly, N. J., races; 22 September, Franklin, Pa., parade and tournament. All bicyclers should attend such of these gatherings as may be convenient, and so do their part towards enhancing and adding to the display.

COMMANDER C. K. MUNROE announces that owing to the recent action of the National Association of Amateur Athletes which practically debars our best racing men from competing for their medal, the L. A. W. has decided to offer a gold medal, valued at \$50, for the amateur championship of America, open to all amateurs; the medal to become the property of the winner. Entries to be made to C. K. Munroe, commander L. A. W. Mr. Munroe adds that if made according to designs furnished, our medals will be the handsomest for the cost he has ever seen.

TO-MORROW the Nashua, N. H., bicyclers will organize as the Nashua Wheel Club, and have arranged for a grand time. Invitations have been sent to adjoining towns and cities, and they hope to assemble quite a number of wheels. League Director Hazlett, of Portsmouth, with Consul Davis and Master Georgie Girard, will be present, and the latter will exhibit some of his tricks on the "Mustang" after an experience of two months. His courage and pluck was liberally encouraged by five thousand witnesses at the New England Fair, in Worcester. It has been a matter of regret with us that we inadvertently omitted mention of the lad in our Worcester report last week. In addition to his wonderful skill and grace as a rider, the boy's personality is unusually attractive. He is modest and unassuming, without diffidence, handsome in face and winning in manners and expression, and while active and spirited, bears himself with a quiet and

gentlemanly dignity which wins a respect from his elders which few grown-up young men can be boast. We understand that his feats at Worcester were so well appreciated by an experienced fancy-riding wheelman that he removed the gold badge himself had won and placed it on Master Girard as an acknowledgement of the latter's superior worthiness to wear it. Mr. Hazlett, his instructor and friend, is justly proud of him.

PERSONAL

ROLLINSON, professional rider, was at the Attleboro' meet last Saturday.

CAPTAIN HODGES of the Bostons has gone to the woods of Maine for "birds, beasts, and fishes."

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, of Baltimore, was in Boston this week on business connected with the League.

ELSA VON BLUMEN, the graceful and popular little bicycless, gave an informal exhibition of riding at the rooms of the Pope Manufacturing Company last Friday.

FRANCIS CRAGIN of the Boston Club, who left Chicago at 9 A. M., 5 September, to bicycle here, has sent us "way" cards from Blue Island, Ill., the same day; Kankakee, 7 September, and the wilderness between St. Anne and St. Mary, Ill., 11 September.

MR. L. D. ROSS, general ticket agent of the Keokuk and St. Louis line, and several other enterprising young business men of Keokuk, have organized a bicycle club, which now numbers thirty-five.

TREASURER DILLWYN WISTAR telegraphs that the Fairmount Park commission of Philadelphia will to-day, Friday, 16 September, remove all restriction whatever against bicycle riding in the Park.

PRESIDENT A. W. GUMP, of the Dayton Bicycle Club, writes us that gold and silver medals have been substituted for the \$100 prizes in money to be given by the Southern Ohio Fair Association to the winners in each of the bicycle races, to occur at their grounds, 21 September. We are glad to learn that such wise action has been taken, and trust that the Ohio wheelmen will have a grand and successful Meet on that occasion.

MR. DUKER, of the Crescent Club, of Boston, proposes to start on a wheel trip to Baltimore, next Monday, and will be accompanied as far as Springfield by Mr. Woodward, of the same club. The Crescent, Massachusetts, and Boston Clubs will meet Monday morning, at six o'clock, in Trinity square, to escort the gentlemen a few miles out of the city, and would be pleased to have other wheelmen join the run to give them a good send-off. A breakfast at Wellesley may be a feature of the ride, so that gentlemen may return directly to the city and to business.

THE Buckeye Bicycle Club, of Columbus, Ohio, has the following very excellent road rules: 1. In riding on city streets, within one mile of the State House, speed greater than five miles an hour must not be attained. 2. In using park avenues, speed greater than six miles an hour must not be attained. Racing should never be indulged in, especially with horses, as it endangers life and limb. 3. Bicyclers must always keep to the right of the road, and if possible, never pass a vehicle going in the same direction on the wrong side, as in case of an accident you are liable for damages. In passing a team, a lead of ten yards should be given before taking the pole. 4. Care should be taken not to startle a horse by passing at a high rate of speed; and in meeting one which shows signs of restiveness, a dismount should invariably be made, and in as quiet a manner as possible. 5. A bicyclist should not ride by a horse from behind without speaking, and should give him as wide a berth as convenient, and should not close in immediately in front of him. The voice is a great calmer; when a bell or a whistle might startle or alarm, a word or two will quiet and reassure. 6. The horse is a very expressive animal, and by observing him as one approaches, particularly his ears and poise of his head, one can tell at once whether it is necessary to speak, or to ride slowly to one side, or to dismount. 7. Bicyclists must always endeavor to keep their machines well under control, and in crossing a street running at right angles, must not ride at a speed which would prevent them from turning quickly in either direction.

It is a courtesy of the road to turn out more than the law requires. It is polite to use more care when meeting or passing ladies; and if several be riding bicycles together and meet a lady on horseback, or driving alone, if the horse or the lady appears at all disturbed, it is courteous for one to dismount and lead the horse by.

SAN FRANCISCO.—The bicyclers of the city are in close consultation as to the advisability of applying to the Supreme Court to prevent the enforcement of the restrictions placed upon them. The wheelmen claim that they have a perfect right, as tax-payers and citizens, to enjoy themselves as they may feel disposed, by bicycle or in carriages.... The regular monthly meeting of the Oakland Bicycle Club was held on Saturday last, and fourteen members signified their intention to take part in the tournament and races on the 17th inst. Entries can be made with the captain, George H. Strong, at 202 Sansome street, this city.... On one evening this week, the wife of an enthusiastic bicycler of Oakland will ride the tricycle, and on the same evening C. L. Leonard will perform a number of pretty evolutions on the bicycle, and will afterwards ride the "One-Wheeler." †

SAN FRANCISCO, 5 September, 1881.

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, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, \$107.00; one year, \$205.00.

ONE COLUMN, one insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 16 SEPTEMBER, 1881.

We publish elsewhere an account of the recent hill-climbing contest, which will be found interesting, and will, we trust, induce similar trials on some of the smooth up-grades in this country. We should imagine that the English hill was a difficult one, even for Britons, not only from the description, but from the fact that only nineteen of the forty-five starters succeeded in accomplishing the feat. These contests might be made an interesting and exciting feature of bicycling, besides inciting our wheelmen more generally to practise up-hill work than many of them care now to essay, and so better qualify them for summer touring through the mountain districts, as these long trips are growing more popular every year. Another variety of competitive wheeling

might be instituted to advantage, also,—pedalling through a hundred yards or more of soft or sandy road of a practicable and uniform but difficult depth. As experienced bicyclers know, bad roads and steep grades are quite as often conquered by skilful wheeling as by brute strength, and wheelmen in localities where these drawbacks are the rule soon master the conditions from necessity, and show to better advantage on country roads than riders of longer experience in better roaded districts. All these novel and uninviting contests, therefore, are useful and instructive and assist in training the muscles to meet emergencies and conditions which must often be encountered in extended tours.

WE have heard it stated, and with some authority, that several of the leading amateur wheelmen who have been conspicuous in recent races will not compete against each other in the League contests. Now this shows either a rare David-and-Jonathan spirit of friendship, an ultra-refined sentiment of delicacy, or an abject fear of defeat and consequent diminution of laurels won in less ambitious contests. It should be borne in mind that the League races are instituted to determine who are the "best men," to use a technical phrase, on the race track. Differing from the irregular and generally local character of bicycle races which have hitherto obtained in various parts of the country, these League contests are national in their scope, and to all American amateur wheelmen will be the authority for comparison, for reference, and for record. They will be the first really official amateur events in the history of American amateur bicycling, and it is therefore to be hoped that the best wheelmen in the League will enter any or all of the races without respect to who their competitors may be; for, no other legitimate objection interposing, failure to compete must presuppose fear of the result. Friendship ought not to interfere with the desire, for the contest is a friendly one, and any delicacy in the matter is so utterly absurd that the least suspicion of it should subject the considerate individual to all the punishment which satire and ridicule can inflict. No, gentlemen of the race-course, do not let such weak considerations bar you from the prizes which you feel confident you can win. In justice to the League, which has instituted the official and only standard

national competition, for the honor of your club and section, and for your own credit as well, go in boldly, confidently, and may the "best man" win, and the "second best" be the first to cordially congratulate him on his victory!

L. A. W.

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

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

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

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

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

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

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

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

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

APPLICATIONS.

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

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

CLEVELAND BI. CLUB.—J. H. Wade, Jr., E. Q. Norton, W. O. Beckwith, J. H. Collister, S. H. Beckwith, F. W. Douglass, S. R. Johnson, Sterling Brewer,—all of Cleveland, Ohio.

UNATTACHED.—Harry C. Keefer, Frederick, Md.; E. W. Herrick, Phillips Exeter Academy, Exeter, N. H.

CORRECTIONS.—Asa B. Dolph, New London, Hudson Co., O., should be Asa Dolph, New London, Huron Co., O.; Arlington Bi. Club should be Abington Bi. Club, of Abington, Mass.; and Walter E. Turfant, of this club, should be Walter E. Trufant.

CINCINNATI BI. CLUB.—Additional:

W. H. Innes, W. L. Hudson, E. A. Hart, R. A. Holden, Jr., Chas. Allen,—all of Cincinnati, O.

RACES

Coming Events.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. 10 secretary of games, P. O. Box 3101, New York City.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

28 September. Framingham, Mass. Middlesex South Agricultural Society Fair. One-mile bicycle race, prize, \$15 value, winner's choice; half-mile bicycle race, prize, \$10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. \$100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5, open to all amateur riders in the State; entries free. First prize, silver water set valued at \$35; 2d prize, watch valued at \$25; 3d prize, horse timer, split seconds, valued at \$15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting

8 October. Philadelphia. Fall games of Young America Cricket Club, of Germantown, held at Stanton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1704 Pine street, secretary.

GOUVERNEUR, N. Y.—The first day's race here, 1 September, was won by Chas. H. Olmstead of Potsdam, N. Y. (prize, Columbia bicycle); Starr King Smith of Watertown, N. Y., taking second prize, silver medal. Time, 4.16. The second day's race was won by Geo. H. Simons, Potsdam, first prize, gold medal; Chas. Porter of Watertown taking second, silver medal. Time, 4.6. The track was very heavy, which accounts for the slow time.

RACING IN GERMANY.—The Berlin races, given by the bicycle club of that city, proved to be a great success, and will interest, undoubtedly, many of your readers. They were held on Sunday last, at 4 P. M., in the Flora Botanical Gardens, in Charlottenburg, about three miles outside of Berlin. The course was the broad walk round the entire garden, two and one half laps to the mile, roped off,

and in good condition. The slow time was caused through several twists and turns, and an incline leading up to the terrace. The weather was fine, and nearly 3,000 people present.

One-Mile Race (open for German clubs): First heat—B. A. Molling, Berlin (1), 3m. 43s.; J. M. Dumstrey, Berlin (2), 3m. 44 $\frac{2}{5}$ s. Second heat—H. H. Koop, Jr., Bremen (1), 3m. 41s.; Henri Haase, Berlin (2), 4m. 3 $\frac{3}{5}$ s.; Oscar Schmidt, Berlin (3). Third heat—T. H. S. Walker, Berlin (1); 4m. 2s.; Henri Göhring, Berlin (2), 4m. 8 $\frac{2}{5}$ s.; Rich. Krüger, Berlin (3). Final heat—H. H. Koop, Jr., Bremen (1), 3m. 38s.; T. H. S. Walker, Berlin (2), 3m. 47 $\frac{2}{5}$ s.; B. A. Molling, Berlin (3).

Two-Mile Handicap (for Berlin Club): H. Göhring, scratch (1), 8m. 4s.; J. M. Dumstrey, 85 yards (2), 8m. 11s.; O. Schmidt (3), 140 yards.

One-Mile Open Race: Paul Pieper, Berlin (1), 3m. 57 $\frac{2}{5}$ s.; J. M. Dumstrey, Berlin (2), 4m. os.; B. A. Molling, Berlin (3).

One-Hundred-Yard Slow Race: H. H. Koop, Jr., Bremen (1); H. Hennerl, Mülich (2); J. M. Dumstrey, Berlin (3). No time taken.

Five-Mile Race (open for German clubs): T. H. S. Walker, Berlin (1), 20m. 40s.; H. H. Koop, Jr., Bremen (2), 21m. 20s.; H. Göhring, Berlin (3), 21m. 27 $\frac{2}{5}$ s. This was undoubtedly the best race of the day, Walker taking the lead from the start and retaining it to the finish. In the eleventh circuit, a game struggle ensued between Koop and Göhring, the former eventually carrying off second honors by 7 $\frac{2}{5}$ s. Walker rode a 56-inch "Howe" semi-racer, and Koop a 52-inch "Royal Challenge" roadster.

The club intend holding another day's races at the end of September. Many thanks are due the energetic captain, Mr. T. H. S. Walker, the judge, Mr. Fr. Freisleben, and the starter and time-keeper, Mr. F. P. E. Freundlich.

WARREN LEETE,
Hon. Sec. Bremen B. C.
BERLIN, 7 August, 1881.

HUDSON, N. Y.—In a contest at the Hudson (N. Y.) Fair Grounds, 6 September, Messrs. George E. Patton and Walter J. Beebe, two Chatham bicyclers, were the only starters, although quite a number of wheelmen were present. These two got off evenly, but Beebe soon took the lead, and at the quarter pole was two lengths ahead. At the half-mile Patton drew to the fore, but Beebe was soon at his side, and held his place for a few seconds, when Patton slowly gained and passed ahead, winning the race by two and a half lengths in 3.35, beating his own best time. Mr. Patton rode a 52-inch wheel. The prize was a gold badge, presented by Miss Von Blumen, who on the same occasion won two races against horses. The first of these was a mile for the running horse Little Joker against the lady's half-mile, best two in three, and Elsa won the first two in 1.20 and 1.39. Her second victory was over the

trotting horse Gray Stranger, in the first heat, the lady to make two circuits to the horse's three. The horse being badly beaten and played out, in the second heat No Name was substituted, but fared no better, being distanced by the lady in 3.59. Her time against Gray Stranger was 4m.

FORT EDWARD, N. Y.—A bicycle race was held at the county fair, Thursday afternoon, 6 September, for a gold medal. There were three contestants, viz., supervisor A. R. Wing, railroad ticket agent James Barber, and landlord W. B. Milliman, of the Eldridge House, all of this village. The contest was to be best three in five, half-mile heats. In the first heat, Mr. Milliman took the lead and held it finely till within fifty yards of the goal, when Mr. Wing closed upon him, and the judges deemed it so close a finish as to call it a "draw" between the two, with Mr. Barber third. Time, two minutes. Mr. Milliman, deeming that he was a clear winner of the heat, and had not been fairly treated by the judges, withdrew from the contest. In the second heat, Mr. Barber was an easy winner in 1.47. Then came the final trial, in which Mr. Wing gave up at the end of the quarter, and Mr. Barber made a slow run home, winning the heat, race, and medal. The time was not taken. Mr. Barber claims that he can drive the steel steed a half mile in 1.35.

NANTUCKET FAIR RACES.—The bicycle races at the agricultural fair at Nantucket, Wednesday and Thursday, were witnessed by a large crowd of people. Three riders entered for the prizes: F. H. Johnson, president of the Brockton Bicycle Club, Merton Holmes of Bridgewater, and Charles Marshall. The first heat was won easily by Johnson, on his big 56-inch machine, in 3m. 54s., Holmes coming in second in 4m. 10s., and Marshall third, time not taken. In the second heat, Johnson's pedals became heated and "stuck," which compelled the rider to dismount for repairs, Marshall winning in 3m. 53s., Holmes coming in 10 seconds later. In the last heat, Johnson won the race in 3m. 12 4-5s., closely followed by Holmes, whose time was 3m. 18s., with Marshall but three seconds to the rear. The first prize, an elegant silver ice-pitcher, was awarded to Johnson, and the second, a silver cup, bestowed upon Holmes.

TIMONIUM, MD.—The bicycle races at the Baltimore County Agricultural Society Fair, held here 7 September, had the effect of drawing the largest crowd ever on the grounds, notwithstanding the intense heat, and were fairly exciting to the country folk, whose interest had been awakened by often seeing the Baltimore wheelmen glide swiftly and noiselessly by them on their usual afternoon runs. The races, open to all amateurs under the L. A. W. rules, comprised a half-mile race for a \$30 plate and a \$10 medal, and a two-mile race for a \$50 plate and a \$10

medal. The start in each race was standing from scratch; and in the first, the starters, Abram G. Powell of the Germantown Bicycle Club of Philadelphia, Samuel T. Clark of the Baltimore Club, G. H. Boehm of the Baltimores, and G. W. Coale of the Baltimores. This race was won by A. B. Powell, Samuel T. Clark taking second. Mr. Powell also won the two-mile race, while, as before, Mr. Clark bore off the second prize. So Mr. Powell proved the "dark horse" to the Baltimoreans; but while his graceful and excellent riding was cordially applauded by all, his good-fellowship dissipated any feeling of annoyance on the part of the home club at both the first prizes going away from their town. Mr. Clark, of the Baltimores, who secured both the second prizes, is the recording secretary of the League of American Wheelmen. The run back to Baltimore after the races was enjoyed by all, although the heat was fearful; but the imbibition of frequent lacteal pokes blunted the disagreeable effects of the latter, and encouraged the riders to extend their run several hours after nightfall through the Park and over the smooth roads at Druid Hill by moonlight.

MEET OF OHIO WHEELMEN.—RACING AT THE STATE FAIR.—BANQUET AND ORGANIZATION OF A STATE LEAGUE.—Under the auspices of the Buckeye Bicycle Club, of Columbus, O., a grand meet and parade of wheelmen was held in that city on Tuesday and Wednesday, 30 and 31 August. About fifty wheelmen were present, representing the Buckeye, Cincinnati, Hill City (Hillsboro'), Delaware, Toledo, Cleveland, Canal Winchester, Springfield, Dayton, Washington Court House, and Upper Sandusky Clubs, and some unattached riders. Visitors were promptly received and taken care of by the home club as they arrived. At 3 P.M., Tuesday, the line formed at headquarters and proceeded to the fair grounds, making a fine show as they passed along the route. They entered the ground just before the trotting, and between the heats of these gave an exhibition run down and back in front of the grand stand, their handsome uniforms and wheels flashing in the sun, and their whole appearance fascinating in the extreme, and eliciting frequent applause. The race was a one-mile dash for gold and silver badges, and the starters were W. T. Eldridge of Columbus, J. L. Pease of Columbus, S. S. Mott of Dayton, W. H. Reed of Cincinnati, J. T. McCune of Columbus, J. P. Taylor and Baldwin McGrew of Springfield, and Harry Glidden of Cleveland. The Springfield Club entered a protest against Mr. Mott, on the ground that he had ridden for money, but Capt. Hutchinson, of the Buckeye Club, said the gentleman denied the charge; and it was ruled that he might enter, but would forfeit the prize if he won it and it should afterward be shown he was ineligible. With that understanding, the matter was dropped.

and the race proceeded. Soon after starting it was evident that the contest would be between three men only, the rest being well distanced. These three were Pease, Reed, and Mott, who finished the race in the order named, the former winning in $3.51\frac{1}{4}$, the others but a few seconds behind. The judges were Alfred Ely, Jr., of Cleveland, and T. C. Orndorff and C. J. Krag of Columbus.

In the evening the visitors, by invitation of the Buckeyes, attended the performance at the Grand Opera House, and next morning were photographed in State House square. In the afternoon they rode out to Shaderville, ten miles, to dinner, returning to the city about six o'clock in the evening. Later all assembled at the Park Hotel and effected an organization of the clu's of the State under the title of the "League of Ohio Wheelmen," with the following officers: President, H. B. Hutchinson, Columbus; vice-presidents, Alfred Ely, Jr., Cleveland, H. S. Livingston, Cincinnati, J. S. Crowell, Springfield; secretary and treasurer, D. E. Barnum, Springfield; executive committee, the officers, and T. C. Orndorff of Columbus and C. H. Walbridge of Toledo. A constitution was adopted, and after the transaction of some minor business the wheelmen adjourned at ten o'clock to partake of a splendid banquet prepared for them by the home club, and during the sitting much fun and some excellent vocal music and congratulatory speeches were enjoyed, and the assembly broke up at a late hour. The meet was a grand success, passing off without an unpleasant feature, and it cannot help but promote good feeling and elevate bicycling interests in this State. It has drawn the wheelmen of Ohio closer together and given them an opportunity to compare different makes of machines, most all the leading varieties being represented. But, better than all else, it has contributed to develop and increase a loyal feeling of friendship, and created a bond of friendship among the bicyclers who were present.

H. B. H.

NORTH ATTLEBORO', MASS.—The grand meet, parade, and races of New England wheelmen, given under the auspices of the Columbia Bicycle Club, North Attleboro', took place on the fair grounds on Saturday afternoon. About 100 wheelmen were present. Eight started in the mile race, and W. W. Stall of Boston won in $3m. 11\frac{1}{4}s.$, A. R. Curtis of Marlboro' second in $3m. 15s.$, and W. M. Woodside of New York was third. In the two-mile race, five started. L. T. Frye of Marlboro' was first in $6m. 34\frac{1}{4}s.$, C. F. Carpenter of North Attleboro' second in $6m. 45\frac{1}{4}s.$, and G. E. Frye of Marlboro' was third. A prize was awarded to Mr. Chandler of Providence for fancy riding, and one to Conrad Allen of Providence in the 100-yard slow race. L. H. Johnson of Orange, N. J., W. M. Woodside of New York, and E. Blackinton of the Columbia Club started in the

five-mile race, Johnson winning easily in $17m. 14\frac{1}{4}s.$, Woodside second in $17m. 38s.$. Mr. Tufts of the Columbias also showed some excellent fancy riding, for which a purse for a prize medal was made up on the grounds. The track was the best yet seen in this part of the country, and on it Mr. Stall made the best amateur time on record. The judges were D. D. Nevens of Attleboro', Capt. Nichols of the Hermes (Providence) Club, and Consul J. S. Dean of the Bostons. The parade was a pleasant feature, the North Attleboro' cornet band preceding with excellent music. The prizes were two gold and one silver medal for each race except the slow race, for which the prize was a nickel-plated hub lantern. About 1,500 persons witnessed the contests.

HINGHAM, MASS.—In the contests here Tuesday, John S. Prince of London won the professional two-mile race in $8.30\frac{1}{4}$, over J. W. Wilson of Boston in $8.37\frac{1}{4}$, and F. S. Rollinson of New York distanced. In the half-mile amateur, L. T. Frye of Marlboro' won the first and second heats in $1.46\frac{1}{4}$ and $2.01\frac{1}{4}$; H. H. Duker of Boston second, in 1.55 and $2.01\frac{1}{4}$; H. E. Lombard of Cambridgeport third, in $1.55\frac{1}{4}$ and $2.02\frac{1}{4}$. In the one-mile amateur, W. W. Stall won in $4.02\frac{1}{4}$; G. E. Alden second, in $4.25\frac{1}{4}$; Harry Percival third, in $4.27\frac{1}{4}$,—all of Boston. Poor track.

CORRESPONDENCE

Montreal.

Editor Bicycling World:—I am certain your readers must be heartily sick of the very personal and flippant style of your correspondent "K. K.," whoever he may be who skulks under that "anonyme" (I see that he denies being identical with our respected and well-beloved bugler). I therefore feel impelled to send you some items of a more refined character, and better calculated to suit the palate of your *clientèle*. . . . That trip to Terrebonne, so wretchedly described by "K. K.," proved so enjoyable, and the young ladies whose acquaintance we made at our various stopping places were so fascinating, that we decided to repeat the dose at short intervals. Accordingly, after the races promoted by the "Thistle Society," on Saturday, 27 August, we started, fifteen strong, for the above-mentioned town; but the weather was so threatening and the men so scared of getting wet that our party gradually dwindled down to two. We had not gone very far before Jupiter Pluvius opened his sluice-gates upon us in right-down earnest, and had we been any other fellows in the club I believe we would have turned back; but Jack Trotter and I being true-born Britons, (ahem!) never hesitated for a moment, and consoling ourselves with the reflection that the rain would be "just as wet going backward as forward," we pushed on towards our destination. After a short halt at Sault au Recollet, for purposes unnecessary to

mention to any one who knows the capacity of our mutual thorax, we hurried on to the Styx, when the one-armed Charon ferried us and our metallic equines rapidly across. Leading down to the river is a terribly rough and steep declivity, down which Jack Trotter insisted on riding, despite my urgent prayers that he would desist. Pride comes before a fall; and I, hastening after him afoot, was just in time to see him prone on the scow and his machine standing on its head at their last point of contract, viz., the wharf. I just saw this by the waning light, and by the time we were across the 'raging torrent,' it was pitch dark; so that being lampless, we thought it prudent to walk the rest of the way to our hotel at St. Vincent de Paul, where, after a piping-hot rummer of grog and some supper, we turned in, none the worse for our ducking. The rain having ceased some half an hour before we got in, our clothes were nearly dry; our machines were not improved, though, mine being, if possible, rustier than ever. Next morning, after "mashing" all the girls going to "mass," we started for Terrebonne; and arriving there too early for dinner, proceeded to the "course au trot," where Mr. Lane (sometimes irreverently alluded to by that low person "K. K." as "Hungry Tommy") is confidently expected to show grand form in the mile race for the Terrebonne cup next Wednesday. After taking a turn or so round the track, which we found a trifle lumpy in places, we made for the Hotel du Boulevard, where, attended by a most charming Hebe, we offered copious sacrifices and libations to man's god (his stomach), and then returned to town over the same route. Our recital (made in a report in my best style to the committee at their next meeting) of the pleasures of this trip so stirred the sluggish fluid which percolates in the veins of my fellow-members that nothing would do but we must go again; and accordingly last Saturday, 3 September, we left the club house (nine of us all told) and pursued a quite different route to the same destination. We rode through the city and the eastern suburb of Hochelaga and continuing past the race-course at Lepine Park, halted at Longue Pointe at an old-fashioned inn overlooking the St. Lawrence from its back windows, and within sight of the well-filled lunatic asylum there, eight miles from home. Here a defection of four occurred in our ranks, and that number returned to town, pursued by ironical notes from my bugle and heavy missiles from the hands of the "Growler," who I must say is a first-class shot at the *running deer*. The remaining five, a couple of minutes after, rode off in the opposite direction, accompanied by the usual complimentary remarks on our appearance from two *sousy lasses*, leaning out of the window of an upper and unhappily inaccessible chamber. The next village was Pointe-aux-Trembles, still on the river bank, and all the population turned out to welcome us; but

much to their disappointment (and mine too), the captain, thinking we had quite enough cargo on board for the careful riding that would be required later on, did not tarry there for a season, and I could hear the poor old "Growler" sucking his tongue and gnashing his teeth in the rear. A few miles further on, my 54 inch "Northern" cast a spoke on the off side of the front wheel, which necessitated a dismount; and the "Growler," who, in his usual efficient manner, acted as whipper-in throughout the trip, speedily settled matters by plucking the other end of the spoke cut and casting it from him. Nothing more of any importance occurred till we reached our halting place for the night,—Bout de l'Île, 20½ miles,—which we only did after navigating half a mile (the last) of fiendishly bad road, where the captain got in a narrow rut, five inches deep, and demonstrated the perfect control he has over his machine by riding some two hundred yards therein without coming off. At the hotel, 'Arry and I found two daisies of our acquaintance, under the escort of two civilians, whom we incontinently cut out; and much to the disgust of the other three, we had the young ladies to ourselves, chatting on the veranda until our attention was attracted by a fearful noise in the parlors, which was occasioned by the captain playing a Highland Fling on an old pair of bagpipes he had found in the corner; while "Stubby Charles" did his best to accompany on the piano, and the "Growler" executed some marvellous gyrations with his lower extremities on one square of the carpet, snapping his fingers and yelling lustily the while. The proprietor of the hotel, fearing for the stability of the house, hastened to announce "*Souper*"; and this, alas! proved the signal for the departure of our two fair friends for the city with their crest-fallen cavaliers. 'Arry soon recovered from the temporary gloom thrown over him by their flight, and hastened to cast sheep's-eyes at the neat-handed Phillis who waited on table, but it was no go: she had got it into her head that we were burglars, or something of that nature; so much so, that she would n't even leave the jam cupboard unlocked while she went out of the room. Of course after supper we had more music (sic) from the captain; while the "Growler" snored on the sofa, only becoming lively (like the B flats) about bed-time, when he had to stand a regular siege of our bed-room, which he attempted to storm both by door and window. In the night the wind rose, and the rain came down in a torrent, so that I had to wake "Stubby Charles" to get out and shut the window. Next morning old Sol was very sulky (in fact we only saw his Majesty twice all day), and over the city we could see forked lightning playing very prettily; however, the storm came no nearer than four miles to us, and after a hearty breakfast we ordered out the horse-boat, which I must describe. It is catamaran-built, with a paddle-wheel between the two hulls. Just in front thereof

is an inclined plane covered with boards, fastened separately on an endless chain. The machinery is stopped by a band brake. Two dejected-looking horses are led out and cajoled on to this sort of treadmill; they are fastened in, the boat unmoored, and the brake lifted, and the weight of the unfortunate quadrupeds causes the boards to move down, and them to move up to preserve themselves; this revolves the wheel, and in this manner we rapidly crossed the "Rivière des Prairies" and "Île Jesus River" and ascended the "L'Assomption River" a short distance, passing Repentigny on the right, and landing at Charlemagne. The three rivers above named make their junction with the St. Lawrence at this place. We mounted at once and rode (along a mud road, which in some places was improved by the rain of the previous night, and in some places deteriorated by the same cause) through Lachenaie to Terrebonne, fifteen miles. We received our usual enthusiastic welcome there; and after a good dinner, served in the usual *recherche* style of the Hotel du Boulevard and some music by the captain and singing by the "Growler," whose cognomen suits his voice as well as his disposition, we mounted and went through some evolutions in the square in front of the hotel, for the benefit of a bevy of fair damsels over the way at a big stone house. After doing all we knew, we left for home about 3:45 P. M., leaving one man with a disabled machine to come in by train. The nearer we got to town the muddier we found the roads, except of course in places where we took the foot-path; and when we got to Sault-au-Récollet, we had all had quite enough. Josephine and a new arrival attended to our healthy appetites, and the poor "Growler" was unable to eat, through devoting too much attention to the new waitress, who, as he confidently asserted, really is "a doosid fine girl, don't ye know?" "Early to bed" was our maxim on that occasion, and about two o'clock I was awakened by "Growler," who desired to draw my attention to the rain, which was coming down in one sheet. I said never a word; my heart was too full for speech. We drove in this morning, leaving our wheels behind us; the roads were too bad even for a

KANUCK.

P. S.—I hope lots of you Bostonians and others will come on to compete at and otherwise adorn our races on the 21st inst. There will be an additional attraction in the mile (in heats) race for handsome prizes, to be contested on the 22d, at the Athletic Tournament on the Exhibition Grounds here. A man can easily include both these events and yet get back to New York in time for the League meeting on the 24th.

Let "Steno" disabuse his mind at once and for ever of the idea that the Howe machine is a favorite here. More maladies have been hurled at it than at any other one make, I believe. Front

forks, spindles, treadles, and handles have broken, wheels have buckled, — in fact only one machine of the half-dozen or so in the club has not come to grief, and that one is ridden by "Mosquito" Barclay, who weighs about seventy pounds, I should think. Men are coming back from the country, and the bicycle is everywhere on our streets and roads.

MONTREAL, 5 September, 1881.

St. Louis.

ON 24 July the Missouri Bicycle Club was organized, and on the 31st of the same month ten members started on the first club run, to Forest Park. The roads were execrable, the weather extremely warm, and one of the riders rather fresh. On the way, a small boy riding a 44-inch "Premier" painted a brilliant red (the machine, not the boy) was met and told to fall in, which he did with alacrity. The fine qualities of the polo cap, as regards shade, were brought out on this trip, the countenances of the riders assuming a hue that caused the red-painted machine to sink into insignificance. At the next meeting an early morning run was proposed, and 5 A. M., Bridge Entrance, was given out as the meeting place. At 6 A. M. just three riders were ready to start, and start they did, for Belleville, nineteen miles. The road was as level as a floor, with sixteen ruts to twelve feet of road. Belleville was made in three hours, notwithstanding, and one of the Belleville 'cyclers entertained us while there. At 4 P. M. we started for home, and here the first mishap occurred. One of the boys, who has a fondness for riding over bricks, curbstones, bottle-glass, etc., tried to take in the wooden pavement. His wheel stopped between two boards, while he went on and sprained his wrist; also scraped some of his chin off. At East St. Louis we were met by the president of the club, and after riding over the bridge in style, we struck for our several homes. The next run was to Kirkwood, thirteen miles, seven turning out for the trip. After waiting some time we started, minus the captain, who did not show up. Arriving at the Kirkwood Hotel, we were electrified by the landlord informing us that we could not get breakfast there unless we had coats. We made for the nearest grocery lamenting his ignorance, and managed to get along on coffee and bread. The captain appeared on the scene about this time, having been fifteen minutes behind us all the way out. The run was continued to Manchester, eight miles from Kirkwood, where landlords are not so fastidious; and after a good dinner, the afternoon was spent in loafing around. On the way down, the 46-inch man took a bad header while coasting a steep hill, and called at the village drug store for some court-plaster to patch up his hands. For two pieces of sticking plaster the size of a silver quarter, the disciple of Galen had the cheek to ask fifty cents. Upon the captain's suggestion that the "doctor"

might charge us for looking at him, we immediately cleared out. Moral: Don't take headers, — especially in the vicinity of Manchester. The trip was a very pleasant one; the distance forty miles out and back, being just about right to make us sleep that night without any sedatives. Some of the boys have made the trip out and back by moonlight since, finding it very fine riding. Our president has offered a medal for the best mile made by club members, and the race comes off 24 September, at 5 P. M. Our fair ground here has probably the best track in the West. It is the promenade on the amphitheatre, a perfectly smooth board floor, about $10\frac{1}{2}$ feet wide, and 3 and $\frac{7}{8}$ laps to the mile. I say $\frac{7}{8}$ instead of $\frac{1}{2}$, as brother "W. E." some time ago took me to task about not mentioning the parks in this city, and I will hereafter endeavor to be as accurate as possible, and omit nothing. This track is very good, but there is hardly room for two to race at a time, unless both are very steady, as a header over the railing to the ground, some 17 feet, would be a serious thing. As to cementing rubber tires, let me here remark that an old case knife or any kind of thin piece of metal heated for twenty-five seconds over a gas or lamp flame, and pressed on the cement, will melt it quicker than anything else, cause it to stick just as good, and will not smoke up the rim. Where a foot or so of the tire is loose, take a round poker, heat it red-hot, and melt the cement by running the poker along the inside of the rim, then tie the tire down with string. I have found this to be the best way in every respect. We have about twenty-five members, fifteen in town and the rest scattered all round this vicinity in small towns, and the "Standard Columbia" is the only machine in use: largest machine is a 54, smallest 46, the latter being ridden by

St. Louis, Mo., 5 September, 1881.

Falls City Bicycle Club.

Editor Bicycling World:— Our secretary, on his return from a visit among our Canadian brother wheelmen, would no doubt have written you in regard thereto had he been able to do so; but you see, in the midst of our welcome, in an unguarded moment he perpetrated that pun about "boil bearings," and immediately the joyful congratulation of the club was turned to tempestuous indignation, and we fell on him tooth and nail, felling him to the ground and nailing him there. He complained of unjust treatment, saying he never even winced when the captain of the Montreal Bicycle Club "got it off on him" (fancy our secretary using such language), but he had not heard it before, you know. That same secretary delights in tantalizing us by exasperating descriptions of a run to Lachine, speaks of a nice, smooth, shady road running along the edge of the St. Lawrence River, past the famous Lachine Rapids, so near them as to be within

reach of the spray; but we think this is a little embellishment just to make us envious. He says that the Montreal wheelmen treated him with a royal hospitality such as it had never before been his lot to experience, and we believe him to be sincere in this, since he let it leak out that when driving to the depot, he bore, without a murmur, the loss of a pipe, a bag of tobacco, and sundry other small articles; and it is quite certain that had his heart not been opened out in some unaccountable way, his natural inclination to growl would have led him to behave in a manner that would leave the conduct of the Israelites in the desert completely in the shade. In answer to our inquiry with regard to the members of the Montreal Bicycle Club, he said "They're just bully fellows" (that awful language again). Secretary Tibbs is a jolly companion, and has a very *distingué* appearance; in fact, a presence well calculated to lend dignity to the office. Capt. Sidey, one of Scotia's noble sons, is essentially *bon camarade* and an ideal commander. But we can never get him beyond Lieut. DeSola, notwithstanding that he seems to entertain a great liking for that gentleman; whenever he mentions his name he mutters something about Chateau La Rose twenty years old, puckers up his mouth, and rushes off, to return smelling of cloves. One of our members is suffering from typhoid fever, and we learn with regret that some of the Montreal wheelmen have shared the same fate. Our member was informed by his physician that the disease was caused by bicycling. A small boy was recently rescued from the danger of falling a victim, but his mother called him away just as he was looking at a bicycle through a window. Physician stated that he had had a narrow escape. We are having some improvements and extensions made in our roads, and will probably, ere long, have some fine drives in the vicinity.

CLUB REPORTER.

LOUISVILLE, 7 September, 1881.

Cleveland.

Editor Bicycling World:— The Columbus Meet is a thing of the past, and to say the least was a perfect success. Let you Easterners imagine a club of four in 1880 and twenty in 1881 engineering into a perfect success a State meet which sixty riders attended, and whom they entertained in the best possible manner for two days, — the first day escorting them to and paying their admission into the Fair Grounds, and in the evening taking them to the theatre; then on the second day giving them a twenty-mile run, and in the evening a supper, which all wheelmen, the State Board of Agriculture, the press, and Mr. J. W. Bookwalter, Democratic nominee for governor, attended, and at which a local glee club gave excellent music. During the same evening a State organization was perfected, to be called the League

of Ohio Wheelmen, its objects being the promotion of amateur bicycling in Ohio, and for the holding of annual meets. Now a word about the State organization. Some of the L. A. W. officers and members will perhaps think that it is a blow at their organization, but it is not so at all, it only being for the purpose of getting together once a year, at some centrally located place, all the wheelmen amateurs of Ohio; its not providing for the protection of members proving that it is not against the L. A. W., and last, but not least, I am sure that most of its members are L. A. W. men, and as zealous for that organization as members of the League in any other State....The Cleveland Club took a short run to Bedford, thirteen miles, on Thursday, 25 August, having a very pleasant time. They will join the L. A. W. this week....The club will meet for drill every other evening at 6.30 for some time to come....The race at Columbus was a great success, having nine starters, and was won by Pease of Columbus, in 3.61 $\frac{1}{4}$, Reed of Cincinnati second. The track was in very poor condition ; on its surface tranquilly rested sand from six to eight inches deep. The prizes were very artistic, being modelled after bicycles, and were perfect in every respect, even to being able to put on the brakes; the first prize was gold, and the second was silver with red-gold tires and hubs. They were modelled after the "Royal Challenge."The race for one-mile championship of Ohio came off yesterday, and was a great success. The time was slow, owing to the track, and a small gale which blew directly in the faces of the riders for half a mile. There was a large number of entries, but the starters were only five, Messrs. Osborn of Fremont, Beckwith, Glidden, Norton, and Ely of Cleveland, who drew positions as follows: Beckwith, Ely, Norton, Osborn, Glidden. They were given the word at the first attempt, and Beckwith immediately captured the lead and held it undisturbed to the close. He was followed by Osborn, Ely, Glidden and Norton. At the quarter, the positions remained the same until near the half, when Ely went ahead of Glidden, which positions were held until an eighteenth of a mile from home, when Ely, who had been at one time an eighth of a mile behind, spurted and passed Osborn, capturing second place and going for the leader, but could not quite capture him, he passing under the wire in 3.58; the rest in the following order: Beckwith, Ely, Osborn, Glidden, and Norton; Beckwith getting first and Ely second prize....The state of the roads in this vicinity may be imagined by the amount of rainfall in the last two months. In July, .91 of an inch of rain fell; in August, .17 of an inch, making in two months a total rainfall of 1.08 inches. We are all dried up, and nothing but burnt grass and dust can be seen here abouts....When will we have the best bicycling records ?

RELCYCIB.

CLEVELAND, 10 September, 1881.

Chicago.

JACKSON STREET is now completed up to the railroad tracks, two blocks beyond Western avenue. It is of yellow and gray macadam, and is very smooth when new. One of our wheelmen took a ride up this street, the other night, on a tour of exploration. A new moon was shining, and the numerous carriages on the road were dimly discernible. After passing every horse on the track, with the usual indifference to the bicycle on their part, one of them, at sight of the full-nickelled machine glittering in the moonlight, shied out, and turning sharply around fled in the opposite direction. The bicyclist, chagrined, dismounted and walked a block or two to wait until the driver could rein in the frightened animal and return. After waiting ten minutes he observed them coming back, and so hid the machine in the deep shade of the trees. But the bicycle was not the only scarecrow on that street. Our 'cyclist had a clear view for four or five blocks up and down the road, and that horse was seen to shy at everything. First, an easy-trotting white horse, hitched to a low buggy, passed by and nearly drove him wild with fright. Then a lady dressed in a light gown crossed the street a hundred feet ahead, and he came near jumping over the sidewalk. Then a peculiar-shaped tree would make him jump, and the people flitting to and fro on the sidewalk kept him continually on the shy. This shows an inherent weakness on the part of the horse; and the evidence in this case, and others that we have met with in our 'cycling travels, shows that the animal that will break at the sight of a bicycle will do the same at other objects, such as trees, women, and even a creature of his own species whose color does not suit him. And yet one would not think of tearing up the trees, shutting people up, making the girls wear crape, and giving all the white nags a coat of black paint, just to please this one fractious horse. And yet a few people think that the bicycle,—a vehicle of great usefulness, as has been practically demonstrated by many gentlemen in this city—should be excluded from the streets because one horse in fifty shows an easily controlled fear at first sight of it. I say a few people, because the majority of our folks are sensibly neutral on the subject, content to let the thing go on its merits. They have been doing this for a long time, and in the absence of any evidence to convict, are gradually giving their verdict in our favor. Our most prominent daily, which has heretofore abused the bicycle and its riders most roundly, being very aggressive in demanding that it be denied the city, is now assuming a defensive tone in trying to reason people against it. But the paper has no influence either way, and we shall miss its funny, pungent criticisms. In fact, it is getting to be too popular a thing to be run down....The Chicago and Ariel Bicycle Clubs are now agitating the question of fixing up a joint headquarters or club-room. It cer-

tainly is needed badly enough, and the only difficulty in the way is that of securing a suitable room to ride in. Mr. Fairfield intends starting a riding school this fall and winter, and it is desirable that we have our headquarters near at hand, —in the same building, if possible. As soon as this question of location is settled, we may look for a snug joint club-room. Heretofore the Chicago Bicycle Club has used Mr. Fairfield's establishment for a club-room and headquarters, and he has donated gas bills and incidentals freely. But both he and our club are growing, and as the room space continues to be the same, it remains for either Mr. Fairfield or the club to move; and it is more than likely that the latter will be the case....The Waukegan Fair bicycle races, the latter part of September, are being looked forward to with much interest. The eight who went up there last fall remember the good time we had then, and will do it again this year, largely re-enforced. That track is excellent, and the managers do everything to make it pleasant....The small boy and his bicycle are getting to be very frequent. We have occasion to fear these little fellows, on account of the careless management of their machines. When ye small boy is abroad, everything else must clear the track....One of our bicyclers was running up the street last week, when a boy attempted to thrust a stick through his wheel. These attempts had been made too frequently of late, and our 'cyclist got off and gave the kid a shaking in the way of correction. Just then one of the city officials came along, and wanted to give the chastiser a licking, being highly indignant that an innocent little boy should be abused. We should like to have that "innocent" poke a stick between his legs, and then he would appreciate the beauty of being brought up all standing....There is a prospect that Harrison street will be repaved with cedar blocks from the river to the limits. This will give us a fifth smooth outlet on the west side....A new cyclometer has put in an appearance here, invented and made by a Chicago man. It is about the size of a silver dollar, and as thick as three. It clasps the hub, and looks like a miniature Pope. Its trial so far has been with satisfactory results. With this cyclometer one can carry a lamp on the hub also....Walter A. Fitch, an old member of the Chicago Bicycle Club, has departed for the East to live....H. D. Nichols, of our distinguished unattached, will shortly leave for New York City to reside....Francis Cragin left on the 5th instant, for his wheel trip to Boston. We were going to give him a big send-off, about a dozen of our riders intending to accompany him as far as Joliet, forty miles. But it rained on the day set for the start, and therefore our arrangements were all broken up. Mr. Cragin is splendidly equipped for the journey, having every modern convenience for comfort. If he only could have been

induced to pull a palace car along behind, he would have been complete. The route will be Joliet first day, forty miles; Wilmington, next day; and thence *via* Richmond, Ind., to the national highway, when all will be serene to Cincinnati and beyond.

STENO.

Buffalo.

Editor Bicycling World:—Our annual run, appointed for 6 September, was indefinitely postponed, subject to my call. Our roads are covered by from four to six inches of dust, and we are waiting for a little water to take with our weather. When we do get this rain, long prayed for, we intend running, first to Hamburg, thirteen miles, for breakfast; then to Lake View, ten miles, to dinner. The order for the afternoon will be bathing, base ball, and a good time generally. The "home run" will be made between 5.30 and 7 P. M.; distance, about fifteen miles....Next Wednesday will see the first annual tournament of the club, of which I enclose programme. A total of fifty entries have been made up to date. The most closely contested race will probably be for the club championship and the Reigle & Robinson gold badge, valued at \$100. Our fastest riders, among whom are J. T. Gard, W. H. Walker, Forbush, and Milley, are all entered, and if the track is in good condition, fast time for a three-mile dash will be made. I think the winner is in the quartet mentioned, and there is no choice, barring accidents. The managers of the driving park are making every endeavor to render the track suitable for the wheel, but unless we get a little rain it will be somewhat heavy. We would like very much to meet some of the Boston amateurs in these contests, and will promise to "push them" down the home stretch at no waiting pace. Will write further after our tilt on the new "spinning wheel."

CAPTAIN
Buffalo Bi. Club.

BUFFALO, N. Y., 10 September, 1881.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB.—The following officers were elected 24 August: President, W. H. Glassco; secretary and treasurer, A. Rideout; captain, A. E. Jarvis; lieutenant, F. Glassco.

BRUNSWICK (N. J.) BI. CLUB.—At a regular meeting of the Brunswick Bicycle Club, of New Brunswick, N. J., held 1 September, Frederic Fisher was elected secretary in place of Elliott Mason, resigned.

FREDERIC FISHER, Sec.

CRESCEENT BI. CLUB.—Mr. H. H. Duker has resigned the secretaryship of the club, and the undersigned has been elected to fill the vacancy.

ARTHUR E. BROWN, Sec.,
P. O. Box 2,109.

BOSTON, 9 September, 1881.

English Railway Rates.

OCCASIONALLY, by reason of a breakdown, or bad weather, the tourist is compelled "to train it"; to those so afflicted, the following tables of rates may be useful:—

Great Eastern:—Rates for bicycles and velocipedes, accompanied by a passenger:—

	S. D.
For distances not exceeding 12 miles.	1 0
Above 12 and " 25 "	1 0
" 25 " 50 "	2 0
" 50 " 75 "	3 0
" 75 " 100 "	4 0
" 100 " 150 "	5 0
" 150 " 200 "	6 0
" 200 " 250 "	7 0
For each additional 50 miles or portion thereof.	1 0

been traversed, when an easier bit of riding occurs for 300 feet, followed by 310 feet steeper than any other part of the hill, the gradient—1 in 8.7—being very severe. This point is the great test, coming as it does at the top of the hill, calling upon the rider to exert his utmost power just when his strength has been severely taxed by riding up the 1,750 feet; this steepest piece once passed, the ascent is virtually accomplished, the remaining 340 feet to the winning post being a mere walk-in.

A wet week was wound up by a brilliantly fine day on Saturday, a warm afternoon, with the sun shining brightly overhead, and not a breath of wind stirring, favoring the aspirants to fame on Muswell's frowning heights. As we reached the top of the hill from the Finchley end, the double-faced notice board, supplied by the Bicycle Union and erected by the Canonbury Bicycle Club, was being scanned by a throng of some scores of curious pedestrians. Passing down the hill, a stranger could not have failed to be struck by the impression that there must be something unusual on the tapis, little groups of people standing about on the footpaths and in the middle of the road chatting together, and bicyclists in uniform and out of uniform, ascending and descending the hill, or with machines resting against the banks of the roadside, enjoying a contemplative pipe or talking to fair young lady friends. Lower down, the stranger's curiosity would be still further excited by encountering a young gentleman with a red, and a brown, and blue ribbons in his button-hole, armed with a packet of papers which he dispensed to applicants in return for the sum of twopence each. Had our typical stranger invested two bronze coins in the purchase of one of these papers, he would have learnt but little therefrom: the outside sheet merely containing the legend, "Hornsey and Canonbury Bicycle Clubs' Muswell Hill Competition, August 27th, 1881," followed by a list of the names of the judges (J. W. Beningfield, Pickwick Bicycle Club), starter (William Turner, Stanley Bicycle Club), committee, stewards, and secretary, whilst the inside contained merely a list of competitors,—a counterpart of that published in the *Bicycling Times* last week. Upon reaching the foot of the hill, the broad open space in front of the Alexandra Palace gates was thronged by several hundred bicyclists, tricyclists, and pedestrians of all ages and classes; whilst opposite, in the stable yard of the Victoria,—the headquarters for the day,—wheelmen were wiping down, screwing, and oiling their machines, and in the committee room the officials were dispensing numbered cards to the competitors, for attachment, by means of safety pins, to the back of their coats. Losing no time here, we proceeded up the hill again, taking particular notice of the surface: formed of macadam, this was more or less crossed and recrossed diagonally by water-courses formed by the rain, but

the recent heavy showers had effectually settled the material, washed all mud clean off the roadway, and left it, by aid of the morning sun, hard and dry, in as excellent a condition as could be desired for the coming competition,—"competition" so called, but as the meeting was, unlike a race meeting, not of a competitive character, "trial ride" would have been the more correct term, the only competition being that between the riders and the forces of gravity. The effect of the water-courses was merely to give a slight "bump," except at the steepest portion, where the bicycle wheels momentarily "skidded" round whilst passing over the depressions, which skidding had a tendency to jerk the riders' feet off the treadles, unless they were very careful. By the time fixed for the start, an immense crowd of people had gathered at the top of the hill, so that the officials had to exert themselves to the utmost to open out a lane between the throng of spectators, as each successive rider laboriously reached the top, to be enthusiastically applauded if successful, ridiculed if clumsily failing, or reproachfully greeting with such declamations as "Why did n't you stick to it?" if "caving in" when close to the summit. The first rider to succeed in driving his bicycle to the winning-post was "No. 1," who came up rather suddenly and unexpectedly, ere the spectators at the summit were fully alive to the fact that the competition had commenced; pulling hard and desperately, "No. 1" reached his journey's end, soon to be followed by "No. 5"—Wat Britten—looking a trifle more blown than we expected, and followed in only a few seconds' time, by "No. 6," riding fast and well. Here we thought that a post of vantage a little lower down the hill would be more available for taking notes of the riders' form, and accordingly proceeded to a spot about half-way down, close to the grove gate, where the 97 gradient commences; this was the boundary of the "mug" division's riding, and as each came up to the sticking point we followed such as did not fall or dismount to the top, noting the form of each as will be found in the following return: No. 1. C. C. Batten, Tufnell Bicycle Club, riding a 52-inch "Carver," succeeded, jerking desperately at the top. No. 5. W. S. Britten, Clarence Bicycle Club, 54-inch, "1881 Stassen," riding upright and strongly; rather blown at top. No. 6. F. S. Buckingham Brixton Ramblers Bicycle Club, 51-inch of his own make; very fast, finished close behind No. 5. (One of the unsuccessful riders at Reigate Hill). No. 10. H. Clements, Highbury Bicycle Club, 50-inch "University"; riding very straight and steadily; reserved his strength for the last bit, finishing in good form. No. 11. F. W. Cocks, Arion Bicycle Club, 51-inch "D. H. F. Premier"; worked up by jerking but powerful strokes. No. 20. A. Flint, City of London Bicycle Club, 52-inch "Hum-

ber"; rode up very fast, wobbling a great deal, and nearly overbalanced, but succeeded in gaining the summit by sheer force. No. 23. J. J. Galwey, Highgate Bicycle Club, 50-inch "D. H. F. Challenge"; came up fast and straight, finishing in good form. No. 23. J. C. Garrood, Fakenham and Norwich Bicycle Clubs, 48-inch "Garrood"; rode with apparent ease, very straight. No. 25. H. G. Guinness, West Kent Bicycle Club, 57-inch "Rudge"; came up very steadily; near the gate a big dog got in the way and nearly upset him, but luckily was "chevied" out of the course in time, and the rider succeeded. No. 27. F. Harvey, Civil Service Bicycle Club, 54-inch "D. H. F. Premier"; rode very slow and straight, reserving his effort for the top. No. 32. H. M. Hutchins, Brixton Ramblers Bicycle Club, 50-inch "Timberlake"; pulling double, succeeded by a great effort. No. 33. J. W. Hutchins, Centaur Bicycle Club, 50-inch, "Hydes and Wigfulls"; rode very slowly till reaching the railway, then pulled fast to the top. No. 38. H. E. Lockington, Centaur Bicycle Club, 50-inch "Chester"; crawled up so leisurely that No. 39 passed him at the gate; saving his strength for the top, rode in an easy winner. No. 39. W. McCandlish, Hampstead Bicycle Club, 52-inch "Humber"; rode fast and strongly, passing No. 38 at the gate. No. 40. J. Milner, Belsize Bicycle Club, 56-inch "Humber"; steady and upright. No. 46. R. L. Philpot, Sevenoaks Bicycle Club, 51-inch, "S. H. F. Premier"; rode carefully and skilfully. (One of the successful riders of Reigate Hill). No. 50. H. Pulman, North London and Metropolitan Bicycle Clubs, 52-inch "Matchless"; came up very upright; took a zigzag course at the railway, then straight to the top. No. 51. R. T. Rawlings, Touring Club, 53-inch "Duplex Excelsior"; jerked forward very much. No. 58. F. H. Taylor, West Kent Bicycle Club, 48-inch "Berkshire"; rode up very fast, straight and powerful; so fast at top that the officials had to run hard to keep pace with him. Amongst those who did not enter in time was C. E. Liles, of the Temple Bicycle Club, who succeeded in riding up the hill, but of course will not have a medal. F. H. Taylor, of the West Kent, was undoubtedly the best rider of all; he is a very young man,—a mere youth, in fact,—and rode up so fast and powerfully as to astonish everybody. R. L. Philpot, of the Sevenoaks, was successful, despite the drawback of having met with an accident a few days beforehand. An interval of two minutes was kept at the starting place between each rider. J. C. Garrood had ridden 130 miles the previous day; upon reaching the summit he exclaimed, "But you don't call this a hill, do you?" He is a very short man, and rode with an additional sole to his boots to enable him to reach his pedals. Nineteen silver medals to be paid for, in addition to the preliminary expenses,

will not leave much margin of profit for the promoters to hand over to the Bicycle Union danger-board fund. But the two clubs are well-to-do, and the loss will not be felt.... The following is an analysis of the machines ridden by successful competitors: Humber, 3; D. H. F. Premier, 2; Hydes and Wigfulls, 2; Carver, 1; Stassen, 1; University, 1; S. H. F. Premier, 1; D. H. F. Challenge, 1; Garrood, 1; Rudge, 1; Timberlake, 1; Duplex Excelsior, 1; Matchless, 1; Berkshire, 1; home-made, 1.... R. L. Philpot, of the Sevenoaks, is the only man who has gained medals for both Reigate and Muswell Hills.... Before the commencement of the riding, "Faed" rode up the hill, without stopping at a fair pace, on an "Arrow" tricycle, this being the first time he had mounted the machine. After the competition, he rode down on the same, and rode up again, being stopped half way up this time, but continuing immediately to the summit.

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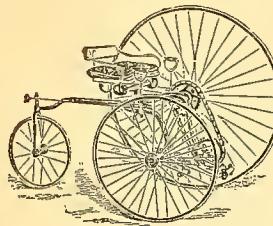
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