

# THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.  
10s. Foreign.  
7 cents a copy.

BOSTON, 16 DECEMBER, 1881.

Volume IV.  
Number 6.

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Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.



THE long-delayed shipment of the celebrated "King of the Road" bicycle lamps has at length arrived safely, *ex S. S. "Bulgarian,"* after a perilous voyage through terrific weather. We expect to get the goods out of the Custom House on Wednesday, 14 December, when we shall immediately fill the orders which we have on file. The balance of the shipment remaining after these orders are filled will be on sale on and after Thursday, 15 December, until all are sold. Riders are reminded that

1. Night riding is almost a necessity at this season of the year.
2. No one should ride at night without a lamp.
3. The "King of the Road" is the most reliable, and in fact, the only absolutely safe lamp in the market.
4. This particular shipment, made specially for us, has never before been equalled.

THE CUNNINGHAM COMPANY,  
Odd Fellows' Hall, Boston, Mass.

Send three-cent stamp for our illustrated-catalogue.

#### Prince versus Keen.

ARTICLES OF AGREEMENT entered into this fifteenth day of December, 1881, between John Keen, of London, England, and John S. Prince, of Boston, Mass.: By which the said Keen agrees to ride a ten-mile bicycle race, in heats, best two of three, for \$500 a side, and the championship of the world, against said Prince; the heats to be run on alternate days and the race to take place on a bicycle track at said Boston, and to start not later than the seventeenth day of January, 1882; the stakeholder to determine the date, and to give not less than ten days' notice of the fixture; the men to ride under the Wolverhampton rules of racing, and to start each afternoon at an hour to be appointed by the stakeholder; in the event of the track chosen being unavailable or a postponement desirable for any cause, the referee to have full powers. A deposit of \$100 a side is now posted in the hands of the editor of the BICYCLING WORLD, and the final deposit of \$400 a side is to be made good by each contestant on or before the day of the race, unless a purse for the amount or any portion of it is furnished by outside parties, — in which case the contestants will supply any deficit which may be required to bring up the total stakes to \$500 a side. The editor of the BICYCLING WORLD to be stakeholder, and to appoint a referee and two judges; and in the event of any question arising not provided for in these articles, the referee to have full power to decide. Either or any party not complying with the foregoing to forfeit all deposits, or other money down.

Nothing in the foregoing shall exclude from these competitions any other rider or riders who may, on or before the 31st of December, 1881, deposit the sum of \$100 with the stakeholder, and attach his sig-

nature thereto under the foregoing conditions.

As witness the hands of the parties the day and year attached to each signature. (Signed) JOHN S. PRINCE.  
JOHN KEEN.

Witnessed by

ROBERT PATRICK,  
C. E. WENTWORTH.

15 DECEMBER, 1881.

### EDITORIAL SPOKES

A BICYCLE club has been organized in Hanover, Mich., with four members.

"KANUCK" responds, and intimates that the "Dawg" seems to be about to bark.

THE *Bicycling Times* records the arrival home from the United States of Mr. Llewellyn Winter.

IT is rumored that "Lydia P." is studying the comparative merits of trikes, with the idea of purchasing.

ANOTHER bicycle club is talked of in St. Louis, interest in the wheel is so rapidly spreading in that city.

W. C. MACKLIN represents the front, rear, and sides of bicycling in Frankfort, Ky, and we'll bet he's "no slouch."

IT is about time to consider where the annual Meet of the League shall be held. Come on with your suggestions and reasons, gentlemen.

PRESIDENT GARVEY, of the wide-awake and active Missouri Bicycle Club, is in Europe, both for pleasure and business, we presume.

W. D. WILMOT, of the Framingham Bicycle Club, has ridden the bicycle out of doors every day during the present year, regardless of weather or condition of roads.

THE scandalous report that a Louisville wheelman's recent marked politeness to the fair sex was all owing to arrearages in his knickerbockers, was entirely unfounded.

THE evolutions of the Crescent Bicycle Club, under Capt. Carpenter, formed a feature of peculiar and novel interest to visitors at the Soldiers' Home Bazaar Tuesday evening.

W. V. GILMAN, of Nashua, has stolen a march on us and our readers by wishing us a "Merry Christmas." We shall wait till next week before expressing our sentiments.

THE returns of the municipal election were continuously received at the rooms of the Boston Bicycle Club, during Tuesday evening, where a jolly crowd of the "boys" were assembled.

TELZAH says he has ridden his bicycle outdoors every day since last March 15, rain or snow, and expects to keep it up the rest of the year. The Portsmouth roads have been excellent

SEVERAL of the Massachusetts men have been trying to squeeze their feet

into shoes one or two sizes smaller than usual, since our personal poet and artist celebrated their understandings, last week.

THE team race between the Milwaukee and Chicago Bicycle Clubs, mentioned by our excellent correspondent, "Steno," last week, as being arranged, is to take place in the former city at the Exposition building.

CONSUL C. H. FOWLER, JR., of Chelsea, bicycles back and forth between his residence and place of business (distant about a mile) three times daily, thus combining great saving of time with much exhilarating pleasure.

SUNDAY was a beautiful day, overhead and underfoot, and bicyclers in this vicinity were numerous seen wheeling through the suburbs, enjoying no less the keen, bracing air, than the exhilarating motion of their steel steeds.

THE BICYCLING WORLD comes to us this week, and we are glad of it. Shall be pleased to take a header with Editor Gilman some day. — *Providence Telegram*. Thank you for the offer of companionship; but if that's the way you ride, we prefer that you go ahead.

A STRANGER in Boston the other day on passing down Washington street was struck by the combination of signs at 597: —

POPE MANUFACTURING COMPANY.

THE PILOT.

Our contemporary being the Catholic organ, the circumstance was quite suggestive.

NEXT Monday evening, 19 December, the great fifty-mile bicycle race for the amateur championship of America, promoted by John Keen, is to take place in the American Institute, New York City. The prizes will be gold and silver medals and an extra prize, valued at \$50, if record time is beaten. The race is to commence at 7.30 P. M., and the entries which close to-day (16 December) are placed at \$2. Mr. Keen will ride ten miles against time immediately after the race.

DR. COLEMAN, of Canandaigua, writes, under date of 12 December, as follows: "I have seen it published in a Rochester, N. Y., paper that the next meet of the L. A. W. would be held in Boston. I was surprised to see the notice, and could not believe the place of meeting had yet been decided on. When is the decision made as to place of meeting? I wish it might be either in Washington or Philadelphia. Would be very glad to welcome them to the 'sleeping beauty' (Canandaigua). I expect my friend and fellow-bicyclist, Wm. H. Reid, of Rochester, down this week with his American Star to give an exhibition." The Rochester paper the Doctor refers to probably slipped in an old item left over from last year's clippings.



# THE Bicycling World

*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., 8 PEMBERTON SQ., 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.*

## 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 Tuesday morning, and longer articles by Monday morning.

BOSTON, 16 DECEMBER, 1881.

## RACING.

A CORRESPONDENT of the *Bicycling Times*, referring to late bicycling events in this country, in which the honors were borne off by English wheelmen, says:—

"The Americans have a peculiar way of looking at records; for notwithstanding the fact that Smith did two miles in 6m. 8s., the same paper since, in describing the Boston Club races, says W. W. Stall, who did the mile in 3.7, 'has lowered the record.' I should say he has raised it by several seconds."

Our English friend should understand that Mr. Stall's 3.07 time did virtually lower the previous American amateur record for one mile (W. S. Clark's) which was 3.08½; but as the former was not in a regular race and no official time was taken, Mr. Clark's 3.08½ is still the best record time. The statement that Mr. Stall lowered the record referred to the one-mile, and not to the two-mile record. Furthermore, Mr. Smith's two-mile record has since been corrected to 6.33, leaving Clark's two-mile of 6.23½ still 9½s. better. Our British commentator further says:—

"The Americans have themselves to thank in a great measure for their defeats, for they put an almost prohibitive tax on English machines. The result is that as a rule, they are obliged to use their own make, and they are certainly not equal to English. Stall, of the Boston, mentioned above, is actually reported to have raced on a 50 lb. 'Harvard'!"

The machines used in the League races, 6 October, when Smith, of Bristol, won the two-mile American championship in 6.35½, were as follows: Lafon, 58½, "Yale"; Dean, 57, "Yale"; Jenkins 53, "Rudge," in the mile handicap, and 50, "Harvard," in the ride-and-run race; Alden, 50, "Special Premier"; Frye, 58, "Light Harvard Roadster"; Johnson, 57, "Humber"; Woodside, 56, "Humber"; Smith, 52, "Rapid Racer." Not one of these was an American machine. The "Yale" is the Surrey Machinist Company's "Invincible," and the "Harvard" is Bayliss, Thomas & Co.'s best make. Both these machines are manufactured for and imported by Cunningham & Co., and are Americanized only in name; and we do not think the American name has recently shown any general tendency to deteriorate either the quality or exploits of men and things which have borne it. While we willingly admit that bicycle racing in this country is still in its infancy, and that it is more than probable that we have no native-born American wheelman who can successfully compete with many on the other side of the water, yet much must be allowed, in our races here, for inadequate track conditions. The track at the Polo grounds in New York is the best outdoor course on which our fastest men have competed, and have accomplished the fastest times; yet it is far inferior in size and condition to the best English tracks. There are several halls in several of our principal cities which are said to be excellent for bicycle racing; but as yet no contests between such riders as Stall, Woodside, Eggers, Smith, Johnson, Frye, Gideon, and one or two others of like calibre, have occurred in them. Besides, we doubt the superior facilities of some of these halls which local wheelmen so confidently extol, and we await with interest the results of the projected winter events, in which Messrs. Keen, Prince, and Vesey are expected to participate, and if we had plenty of money and were not an amateur, we might be induced to stake a trifle that they will not beat their home records in them.

## The Marine Bicycle.

BY TELZAH.

EARLY in the winter of 1879 I was invited by Major David Urch of this city, the builder of the salt-water aquarium, which contains many evidences of his inventive mind and ingenious hands, to inspect a rude craft which he had put together and named the Marine Bicycle. Upon two cigar-shaped catamaran floats he had mounted the pedals, backbone, and seat of a bicycle; the pedals turning by means of two bevelled gears, a four-bladed propeller at the end of a slanting shaft. With considerable exertion the craft made fair progress through the water. During the winter and following summer, several boats were constructed and run by numerous friends, and resident and visiting bicyclers, at whose suggestions various changes were made: the steering wheel was changed to a handle bar, the boats were shortened, and instep straps added to the pedals. The inventor after innumerable experiments decided upon a two-bladed propeller, an improved rudder, and various new features. At the suggestion of the writer, two boats were hastily constructed in May, and exhibited on Charles River and Public Garden pond during the L. A. W. Meet; and these boats have been run here constantly since then, making passages up and down the river and along the coast. One was altered so as to be run by ladies, by removing the seat and backbone, and substituting a chair, around which a screen was drawn, enclosing the operator from view except the upper part of the body. With this boat the sister of the inventor, accompanied by him on a companion boat, made the trip to Dover and return, a distance of thirty miles, on the hottest day of the season, between the hours of 11 A. M. and 6 P. M., making three landings and a stop of two hours in Dover. A trip of ten and one half miles to the Isles of Shoals, nine miles off the coast, was made in one hour and twenty minutes. In September a run along the coast in a heavy sea, to Newburyport, twenty-five miles, was made in four hours. All the various parts of the craft have been undergoing improvements, and the patentee has a boat now ready for launching with which he claims he can beat any craft of its length. By means of the cuts, which are inferior copies of the past season's boats, I will give the details of the new one. It is a combination of a "catamaran boat," a bicycle, a sail-boat, and a marine propeller. The boats—of which there are two—are twenty feet long by seven inches wide, and each contains five safety compartments. These are united four and one half feet apart, by four cross-bars of ash, fastened to the boats by lag screws entering the blocks beneath, which divide the boats into airtight compartments. On the two centre cross-bars is placed a slanting mounting plank, and on this is mounted the steel machinery, adjustable seat for the rider,



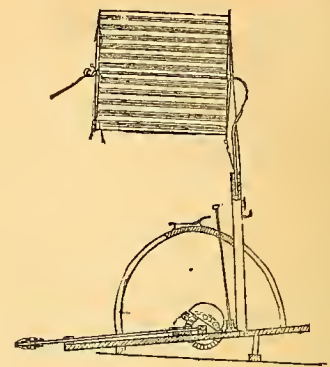
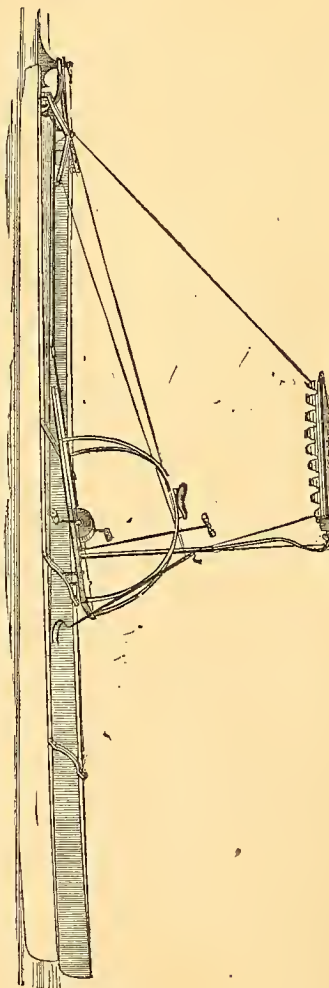
and a white-oak mast and steering bar. To the mast is attached a canvas awning which can readily be furled, or for racing can be taken off altogether. When spread for an awning it can instantly be converted into a sail, and set on either side, and at any desired angle to the wind; and again as quickly be readjusted for an awning. Depending from the rear cross-bar is an ingenious bracing and raising and lowering device of copper, through which passes and revolves a copper propeller shaft extending from and connecting the copper propeller to the bevelled gears on the mounting plank. By means of a chain attached to this device, and a hinged joint in the shaft, the rider is enabled to raise the shaft and its propeller entirely out of the water for the purpose of shaking off any collected sea-weed, or they can be fastened in this position for sailing, or for grounding the boats, or for passing over any shoal water. Directly in the rear of the propeller and its shaft is the rudder, which is controlled by a positive motion of the steering-bar. A gleaming fork in front of the rider is adjustable with its tines in or out of the water, and is for the purpose of preventing the fouling of the propeller by floating weeds. The machinery on the mounting plank is covered by a semicircular box, which can be turned forward for oiling the machinery. A paddle is secured in a concealed position under the mounting plank, to be used in going to or from the shore, or wherever the water is too shoal for working the propeller. The operation of the boats is identical with that of the road bicycle. The rider faces his course,—a great advantage over the ordinary row boat.

This machine cannot be upset by any one, and it seems as if no combination of circumstances could possibly sink it. It is a perfect life-raft. It will run with safety in rough as well as smooth water, though it propels harder in the former; and will run backwards as fast and as readily as forward. The inventor claims a speed of about six miles per hour; that this rate can be maintained for hours, and for short runs faster time can be made. Bicyclers who have not had boating experience will notice the increased exertion required to run the boat rapidly in comparison to the road bicycle, due allowance not being made by many for the resistance of the water and the comparative slowness of water to land locomotion. A mile in  $3\frac{1}{2}$  minutes is more frequently made in bicycle races than a mile in 7 minutes in a shell boat race. A steamer that will log twenty knots is much more rare than the sixty-miles-an-hour locomotive.

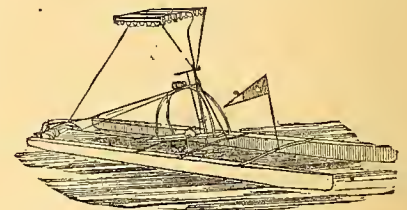
A folding seat can be adjusted directly in front of the mounting plank for carrying a passenger. A larger awning and sail can be substituted if required; one has been completed with an improved device for handling the sail, and its increased size will probably make the craft a difficult one to out-sail. The weight of the machine is from one hundred and

twenty-five to one hundred and forty pounds; but for racing purposes the floats can be constructed of paper, and in other ways the weight largely reduced and the speed increased. For transportation the cross-bars are taken off and the whole closely packed. The draught of the boats is three to four inches, and of the propeller sixteen to eighteen inches. The ladies' boat, fitted with a tricycle seat and a protective screen, has been in daily use and tested by many lady friends, who have run it without instruction and without accidents of any kind. Patents were granted 9 August, 1881.

Cut No. 1 shows a side view of this invention, with awning unfurled and propeller shaft raised out of the water. By loosening the chain attached to the lowering device, the propeller and its shaft drops to the same angle and plane as the mounting plank, and becomes instantly ready for use. By pulling down on either side of the awning and loosening the cord running through the pulley at the rear cross-bar, a sail can be set to any desired angle.



Cut No. 2 shows the awning turned down for a sail.



Cut No. 3 shows a quartering view of the boat.

My first trips up the river created greater excitement than did my pioneer rides through this part of the State in 1879, on the road bicycle; for many remembered the old bone-shaker, while the boat was entirely novel. Superstition still lingers with the sailor of the present day, and the appearance of a man walking on the water excites the greatest surprise. While running outside, boats have been lowered from passing vessels to rescue the supposed land lubber. Last summer, while rounding a sharp point in the river, I ran amidst and surprised a party of the gentle sex who were bathing in a cove. The sudden appearance of the strange monster (I refer to bicycle and not to the rider) caused the frightened females to gather their old calico dresses tightly around themselves; and their tumbles in the water and scrambles up the bank were an amusing scene that the artist Reed should add to his bicycle portfolio. The ease with which the boats are handled was exhibited on Charles River, when, with a strong wind and tide, we would aim directly and at full speed for a bridge or at each other's boats, and when within a few feet of a collision, with one motion the sails were turned into awnings, the propellers lowered and reversed rapidly, and the boats brought to a "stand-still" with but a few inches intervening. A whole family, from parents to younger children, can enjoy and operate the craft. The rider fears no sand, no mud, no scorching sun, frightened horses or flying headers, and the good little boy has lost his job of inserting sticks between the spokes. In the touring line the marine



corps of the Massachusetts Club may in future winters invite their friends down from the sidewalk past the milk cans to their log book, and exhibit its footings of knots run, and diagrams of ponds, river, lakes, and seas, their Popes, Shillabers, and Williamises have discovered and explored; while in racing, the Bostons' liveried janitor can open the safe near their suspicious closet, and exhibit the gold and diamond medals their Fries, Stalls, and Deans have won at club and L. A. B. regattas. Their captain may also forsake his birch canoe for the marine bicycle, to harden his calf muscles and bring home from the Maine woods his caribou antlers. The new craft will probably supersede boats at public resorts for letting purposes, and will be a feature at future regattas. For those who live near navigable waters, I know no safer, speedier, healthier, or more novel and fascinating means of muscular marine navigation. It is not a usurper of the road bicycle, for its path is different; it is rather its sailor cousin, and its use will give the same healthy benefits and social enjoyments.

PORTSMOUTH, N. H., 1 December, 1881.

#### Elsa Von Blumen.

##### A THOUSAND MILES IN A WEEK.

THE plucky young bicyclienne, Von Blumen, began, last week Monday, 28 November, at about 1.15 A. M., the task of wheeling a thousand miles in six days. The track is in Old City Hall, Pittsburg, Pa., and is one sixteenth of a mile in circumference. About three hundred people were present when she started, a few ladies being among them. The local press describe her as being a very modest-looking young lady, of medium size and slight build, not particularly handsome, either in form or feature, but with a winning and pleasant countenance. Her costume is as modest as her face, being a sort of bloomer affair, of a subdued lead color, supplemented by light leggings reaching from the knee down; the costume and her head are surmounted by a jockey cap. Her appearance on the bicycle is that of the greatest ease, and while she circles the hall rapidly, it seems to require no exertion whatever on her part; it is, indeed, almost the poetry of motion. Just before the start she expressed herself confident of her ability to complete the 1,000 miles before next Sunday morning; but when she laid her hand upon the steel withers of her two-wheeled steed and swung into the saddle, she was trembling violently. After a few laps she recovered her composure and sat the saddle steadily, riding with an easy stroke that promised to last. The times of the opening miles are follows: First, 6.21; second, 5.52; third, 5.46; fourth, 5.56; fifth, 5.49; sixth, 5.44; seventh, 5.52; eighth, 5.35; ninth, 6.12; tenth, 5.40; eleventh, 5.26; twelfth, 5.49; thirteenth, 6.04; fourteenth, 6.16; fifteenth, 5.45. First five miles, 29.52; ten, 58.26; fifteen,

87.46. She completed her one hundred and sixtieth mile and went off the track at 11.44 in the evening. She completed her first twenty miles in the morning in 1.57.52, having started at 1.11.14 and stopped at 3.8.46. She took the track again at eight o'clock in the morning, and completed her second twenty miles in 1.49.52. At 11.51.57 A. M., she had finished the first sixty miles of her ride. An hour was taken for dinner, and the bicycle was again in motion at 1.09.21 P. M. At 4.55.03, one hundred miles were finished. The fastest time made during the day was the ninety-eighth mile, which was finished in 3.17. The five miles made from ninety-six to one hundred and one were made in an average of 3.48.

On Tuesday she resumed, in good condition, her first sixty miles being covered in 5h. 46m. At noon she rested 13m. 30s. and then came out and made two miles and thirteen laps; retired again, and came out at 1.30 and resumed her task. The slowest mile made by her during the day was the two hundred and sixty-third, which was made in 6m. 37s. The fastest mile was made in 4m. 32s. She left the track at a quarter to twelve o'clock, having made one hundred and sixty-five miles for the day, five miles more than the day's task.

On Wednesday at midnight, when she left the track she had scored four hundred and ninety-five miles, being fifteen miles more than she intended. Her first sixty miles was made in 5.29.35, after which she made six miles in 30.25. In the afternoon she made fifty-three miles in five hours, and in the evening fifty miles, making the total of four hundred and ninety-five at midnight. The fastest mile made during the evening was the four hundred and ninety-first, in 3.21; the slowest the four hundred and seventy-seventh, in 6.29.

On Thursday she made a total of one hundred and seventy-four miles. The score by ten miles for the afternoon and evening was as follows: Afternoon—First ten miles in 1.01.01; second, in 0.59.59; third, in 0.59.03; fourth, in 1.02.20; fifth, in 0.51.29; total, 5h. 6m. 8s., rest included. The fastest mile was the six hundredth, in 3.11; the slowest the five hundred and seventy-seventh, in 6.54. Evening—First ten miles in 0.59.21; second, in 0.52.15; third, in 1.00.49; fourth, in 0.58.00; fifth, in 0.53.35; completed three miles extra in 0.16.00; total, five hours.

On Friday, at midnight, she had accomplished eight hundred and forty-nine miles, making one hundred and eighty for that day, and leaving one hundred and fifty-one for Saturday's task. Her long ride had very plainly told upon her by this time. She looked tired and weary. She had lost several pounds of flesh, her limbs were stiff and sore, her hands so badly blistered that they had to be plastered. A reporter remarked to her, "You are not sorry it is so near over?"—"Sorry? No, indeed. There is a long day yet to come, and I wish it

was ended. If I complete this task successfully I don't believe I will try again. It is useless for me to say I have not suffered, for there have been times that I thought I must give up. Indeed, I declared several times I would quit, but somehow I have worried through." During an interval of rest after she had completed her eight hundred and twenty-first mile, seven members of the Keystone Bicycle Club went on the track to compete for a silver pitcher valued at \$28, and offered by Miss Von Blumen. The contestants were Philo French, O. G. Brown, J. W. Pears, John McCullough, F. T. Hoover, P. S. Johnson, and J. Woodwell. Owing to the narrowness of the track and the small circle, so many riders at once found a difficulty in keeping their equilibrium, and collisions and falls and personal and bicycle damages were frequent; and before three of the five miles to be made had been covered, only French, McCullough, and Hoover remained on the track. Soon after, McCullough went down, spoiling his machine, and withdrew; then French got dismounted, but recovered and went on, hard pressed by Hoover until near the close of the fourth mile, when the latter also gave up the contest and retired, leaving French to come in alone and take the pitcher, his time being 24.24.

There was a large attendance on Saturday evening to witness the finish of Elsa's ride, a great many being ladies, who cheered the bicyclienne on her way. Though very tired and very sore, she succeeded in accomplishing the task, the close of the last mile being made at eight minutes to twelve o'clock, midnight. The enthusiasm ran high throughout the evening, the crowd standing on the chairs and cheering long and loud when at 11.52 it was announced that she had completed her 1,000 miles. During the last few hours of the ride, it was necessary to keep her up with stimulants applied outwardly. She had a severe headache, and her limbs were swollen and sore, while her hands were very much blistered. She had little inclination physically to complete her task, and only did it through the force of indomitable will.

During the evening, Miss Von Blumen was presented with an elegant basket of flowers, the gift of the Keystone Bicycle Club, the speech being made by Col. Echols, of the Monongahela House, who paid a high tribute to Miss Von Blumen's modesty and lady-like deportment, which had won for her the respect and esteem of all who had met her. Several other baskets of flowers were also presented her, in addition to a handsome set of jewelry, a gift from the ladies, which was given into her hands by Miss Sadie Smythe. The proceedings of the evening were further enlivened by the presentation to Mr. Henry L. Myers of a silver cup, and by bicycle exhibitions by Mr. Myers and a little boy, and singing by the Euterpe Club and the Archie Reward Glee Club.

One of the local papers closes its



report as follows: "It is possible the lady accomplished a ride of 1,000 miles. Whether she did or not the effort for a woman was certainly heroic; but the fact remains that the scorer, whose name is given as Raverat, travels with Miss Von Blumen, and is a brother-in-law of her manager. People will be more ready to believe 1,000 miles was made if the scorer had been in no way connected with Miss Von Blumen, and had been sworn to keep an accurate record. It may have been kept faithfully, but it is to be presumed that one of the employés of the lady was going to be careful there should be no failure in the count. It may be he kept it faithfully, but who knows whether he did or not except himself? Financially, the ride has not been a failure, though it has not been a brilliant success. For Miss Von Blumen, it can be said that not one woman in ten thousand could have endured and suffered as she has endured and suffered during the one hundred and forty-two hours she has been on the wheel."

DIRECTOR WARING, of Pennsylvania, writes us from Pittsburg, under date of 6 December, concerning Miss Von Blumen's ride: "During her ride she received much courteous attention and encouragement from the ladies, and elegant bouquets were presented her by both them and prominent business men. .... The H. L. Myers referred to is a professional, and was in Mack's American team against Harry Etherington's English and French team, at Chicago, two years ago. On Tuesday he and his brother, in one of Elsa's intervals of rest, rode a five-mile race for a silver goblet, Henry winning in 21.54. He has ridden very little since the Chicago contests, and has not owned a bicycle for over a year. Miss Von Blumen gave all the members of the Keystone Bicycle Club complimentary season tickets during her ride, and she and her agent were very courteous to us all. Some of the boys wish to have some more riding in city hall, and propose to participate in a benefit for Elsa, riding mile dashes against time. She has almost entirely recovered from the effects of her long ride, and was out on the street yesterday looking at the sights of the smoky city. She will go to Springfield, Ohio, for a three-days' ride, and thence to Eastern cities."

#### The Holidays.

FATHERS and mothers and uncles and aunts who are meditating on the subject of Christmas and New-Year presents to sons and nephews are reminded that bicycles will be just as acceptable to their dear boys now as they will be two or three months later; and their regrets that they cannot conveniently use them during snow-time will be abundantly offset by the joyous anticipations they will experience continually in these two months of inactive possession.

A look in at the salesrooms of our three principal local dealers will prove

most pleasant and profitable — we use the latter adjective in both its business and moral significance — to these kindly disposed relatives. The Cunningham Company, the earliest importers of the steel horse in the United States, have elegant and spacious rooms in Odd Fellows' Building, at the intersection of Warren avenue and Tremont and Berkeley streets, and their windows make a fine display, and attract much attention from passers; and any who may choose to go inside will pass a pleasant half-hour or more with the attentive managers and salesmen in viewing and studying the beautiful mechanism and wonderful capabilities of their various makes of English machines. The Pope Manufacturing Company, who were nearly as prompt in placing bicycles on the American market as the Cunninghams, are not only like the latter in being importers of first-class English machines, but they are also the only extensive manufacturers of American wheels; and the "Columbia Bicycle" is as familiar to the sight and mind of all who can read as is the most advertised of patent medicines, and it is a far better tonic and remedial agent than all these latter put together. Their salesrooms and riding school are located at 579 Washington street, nearly opposite the Globe Theatre, where they keep a strong force of clerks, salesmen, instructors, packers, and repairers, constantly busy in their various departments, and visitors here cannot fail to find full enjoyment and acquire much valuable information in an hour's inspection of the premises. Mr. Charles R. Percival, formerly located at 96 Worcester street, has recently opened a handsome store at 1,292 Washington street, and exhibits a fine stock of bicycles and tricycles of the best English makes. Our readers will remember that Mr. Percival went to Europe last summer for both pleasure and business. He returned a few weeks since, and now displays, as a result of the business part of his trip, not only a varied stock of wheels, but a large and unique assortment of sundries and accompaniments of the bicycle, both needs and additions; so that the holiday-present seeker may find something in the bicycle line to meet the limits of the most meagre purse.

#### French Notes.

SOME weeks ago an account of a twenty-mile race at Surbiton, England, between Messrs. Keen and De Civry, was published in the BICYCLING WORLD. It will be remembered that Mr. Keen won the race in 1h. 4m. 1½s., Mr. De Civry retiring at the end of one mile because he was suffering from a severe cold. It is a little amusing, and at the same time provoking, to notice that *La Revue des Sports* does not give Mr. Keen the credit of winning this race, and even ignores it entirely in a list of De Civry's races; but we remember that last summer, when it was Mr. Keen who was out of condition, and was forced by a severely injured arm

to retire from a race with this same gentlemen, the *Revue* was very quick to record a victory for the Frenchman. ... *Le Sport Velocipedique*, of Paris, has offered a prize for the best story that may be sent in for publication in its columns, the only condition imposed being that the story relate to the wheel. The prize is one year's subscription to the paper free. A good chance for some of our French scholars to show what they can do. .... In Brussels, the city authorities do not allow the use of hub lights on bicycles, because they are not one metre from the ground, the height required by law for carriage lights. Our Dutch brothers are certainly very matter-of-fact; what would they think if they knew some of our cities had rules forbidding men to smoke cigars or pipes on the streets? S.

#### CORRESPONDENCE

##### Montreal.

*Editor Bicycling World*: — It is with much sorrow that I have to announce a great disaster that has befallen the Montreal Bicycle Club. We have lost our captain. Even Dizzie, the "Club Dawg," when he heard what was going to happen, lost control of himself to that extent that he fell simultaneously into a profound melancholy and a pit ten feet deep: from the former he has not yet emerged; from the latter he was extricated, after three days' prayer and fasting, by a friendly "Buckeye," who happened to be here on a visit. I append a clipping from the *Montreal Herald* of yesterday, giving an account of the "last sad rites" preceding the captain's departure for another (half) world: —

"MONTREAL BICYCLE CLUB. — FAREWELL SUPPER TO CAPT. SIDEX. — A farewell supper was given at Messrs. Hall & Scott's, by the members of the Montreal Bicycle Club, last evening, to Mr. C. J. Sidey, captain of the club, on the occasion of his departure for Europe. About forty gentlemen sat down to supper, and, as well as members of the bicycle club, we noticed some of the members of the Montreal Amateur Athletic Association, of which the bicycle club forms a part. Mr. H. S. Tibbs, the genial and painstaking secretary of the club, presided. The menu, which rebeketed credit on the caterers, Messrs. Hall & Scott having been fully discussed, and the usual loyal toasts having been duly honored, the following toasts were proposed and responded to: 'Our Guest,' by Mr. C. J. Sidey; 'The Montreal Bicycle Club and the Montreal Amateur Athletic Association,' by Mr. Hugh Becket; 'The Volunteers,' by Mr. Charles Levin; 'The Ladies,' and 'The Press.' The proceedings were also enlivened by the usual sporting songs.

"During the evening the chairman, on behalf of the bicycle club, presented Mr. Sidey with a set of photographs of the officers of the club, contained within a handsome frame. In the centre was the photograph of Capt. C. J. Sidey himself,



and around him were grouped the secretary, Mr. H. S. Tibbs; first lieutenant, A. T. Lane; second lieutenant and bugler, J. D. Miller; third lieutenant, G. M. Smith; fourth lieutenant, G. DeSola; and fifth lieutenant, J. Trotter. Mr. Sidey, who was taken quite by surprise, feelingly responded. The proceedings came to a close shortly after eleven o'clock by the singing of 'God Save the Queen,' and 'Auld Lang Syne.'

"Mr. Sidey has been captain of the club since its organization, over three years ago, and will be much missed by the club. He leaves by the 8.40 train from Bonaventure depot to join the steamship *en route* for England. We wish him *bon voyage*."

From the above you may gather some information; but not even my facile (?) pen can fitly describe our loss, or the genial good-fellowship, generosity, lack of self-seeking, modesty, good temper, and yet firmness withal, characteristic of our K-Kaptain,—the only one we ever had; in fact, from present appearances, it would seem that we shall become a republic without a head, as his successor will not be elected till the spring. Our loss is Newcastle's gain; for I believe Capt. Sidey intends to locate there after he gets away from "the land o' cakes," and when the hymeneal torch has been lighted. (That's neat, eh?) I presume some day the "Club Dawg" will awake from the lethargy in which he appears to be at present buried, and send in a final report of the doings of the Montreal Bicycle Club for the past season. His remissness on this point I have already heard several comments upon. ...I hear there is a mail vote on the question as to whether directors shall appoint League hotels. Why was this taken out of the hands of the consuls? Surely, is it not a part of their duties? I presume there must have been some good reason, however, as President Pratt generally knows what he is about. ...I must now conclude with a tribute to the utility of the BICYCLING WORLD, whose arrival is always looked anxiously for by the members of our local club. ...By the way, when is the index for Vol. III. going to be issued? I want to get mine bound before the numbers are lost, or mutilated overmuch by the constant thumbing they receive. I have just received this week's WORLD, and see that "K. K." is supposed to have morally sat upon me and my fellow-member, the "Club Dawg." The secret of the authorship of the fearful nonsense committed to paper by that person is now out, so I can confidently say that it is n't in him to do thus unto thy servant,

KANUCK.

MONTREAL, 8 December, 1881.

P. S. Our late captain was very anxious to know who would wear his "paper collar" when he was far away, as he was pretty confident that he must be a "bad man." About twenty members got out of bed in the middle of the night, about 7.45 A. M., to give him a send-off at the depot on

the Boston train, and startle the echoes by a stentorian "well" that would have filled the Bostons' heart with envy. K.

#### Chicago.

THE prospective rival of the "Premier" bicycle, heretofore the favorite machine in Chicago, has arrived in the shape of a fifty-four-inch half-nickelled "British Challenge," and connoisseurs in bikes have visited headquarters to examine and criticise. The bearings are certainly of the most substantial nature, being similar to the *Æolus* in shape of case and adjustment, but with double balls running in concave grooves. The fluted front and rear forks are as substantial, graceful, and rigid as it is possible for forks to be. The Humber head, longer than usual to admit of a long centre, is strong and handsome. Hand bars are same height above wheel as attached to the Premier open head. Hitherto heads of this pattern have been getting shorter and shorter, but now it seems they are being lengthened. But it is not necessary to lengthen them, thus raising the height of the handle bar and not making so neat an appearance, if the new patent socket adjustment is used, which allows of a long centre on the shortest and most stubby Stanley-patterned head. The hubs, gun-metal, are five inches in diameter, which are as they ought to be on machines above fifty inches in size. Finish and rigidity, everything that could be desired, though in a few minor details the superb handiwork of the "Premier" is not equalled. The critics agree that all this is so, but they are not quite so positive as to the merits of the oval backbone. It would seem, from the experience which many of our riders have had, that there was as much necessity for strength in a backbone as regards a sideway twist as in guarding against tendency to spread. We know of several instances where round backbones have become badly twisted, caused by the little wheel being caught in a rut, crack, or car track, in the extrication of which the backbone would yield to the direct sideway strain. Therefore, it seems unwise to weaken the perch in this respect, as it would appear to be in the oval section. The oval backbone on the "British Challenge" is certainly much heavier than many circular perches attached to other English machines which we have, and which have proved stiff and substantial, proof against spread after severe tests. There are a few instances where light circular perches have given way, but this was owing to the defects which may be looked for as a matter of course, and which are usually covered by the manufacturers' guaranty; while in other cases the machines were used for heavier riding than was calculated when ordered. The oval section certainly has greater resistance as regards spreading, weight being equal, while the circular form would appear to yield less readily to the sideway strain. The well-made, light backbones of the

latter class have been proven amply stable in respect to the former strains, while evidently possessing greater resistance to twisting; hence it would seem but a matter of taste for something novel in what preferences may be entertained for the oval section, unless future emergencies may bring forth qualities in the oval form not now apparent. The spring of this machine is quite unique, and apparently unnecessarily complicated, being shackled forward, and acting by leverage upon two rubber buffers at the rear. There are three hinge joints to wear loose and cause rattling. The "Club" spring would seem to possess all the qualities contained in rubber for the absorption of vibration, with less complication. Both are considered, by some who have tried them, as being of that class of improvements which find favor in the eyes of seekers after novelties. They possess, no doubt, the maximum of ease, but so does the ordinary plain spring when made to weight. The "British Challenge" has the big back wheel,—eighteen inches. Chicago bicyclers who use the seventeen-inch back wheel, express a decided preference for the small size, while those having eighteen-inches think the seventeen-inch size, as applied to the "Premier," very elegant; therefore it would seem to commend itself as possessing both practical and ornamental qualities. Perhaps our preference may be owing to the level nature of our wheeling. If so, it might be well for manufacturers to have two sizes for different kinds of country; wheelmen in the Rocky Mountains might perchance find it practical to make it it sixty inches, sort of "Star" fashion. Sixty spokes, No. 12 wire, does not seem to be enough when applied on the direct principle, especially when the fellow is but seven eighths diameter. The non-slipping tire may be appreciated in slippery weather, perhaps, but those riding the full inch experience no difficulty in this respect. ...Yes, "56," ball pedals, if they cost twice twelve dollars, are worth the money. One would imagine that in the expenditure of vital force, the question of a few dollars would not figure, so long as the sum required to purchase immunity was reasonable. We know some people who object to ball bearings generally, because they wear out, especially in the back wheel,—without considering the unconscious ease of the rear balls, purchased at five dollars, lasting at least two years, and renewable at expiration of that time for about a dollar; the undoubted and very apparent ease as applied to the big wheel at a cost of about ten dollars, durability perhaps three years, renewable for about a dollar; the marked absence of friction in the ball pedals, bought for twelve dollars for "*Æolus*" or "*Rudge*," and fifteen dollars for "*Premier*," durability perhaps same as big wheel bearings, renewable at small expense; a grand slippage total of comparative immunity from physical exertion at small cost. But we might observe here that



there is no use in economizing when it comes to a bicycle. Better absorb the whole swine at once, and apply all the anti-frictions that appear reasonable, before the vital engine becomes wearied, and the desire to ride the bicycle fades.

STENO.

#### New Brunswick.

*Editor Cycling World:*—The season for riding has at last drawn to a close, especially in this part of Jersey, so the B. Bicycle Club took their last club run for this year one day last week. We met at headquarters early in the afternoon in full uniform, and all in the best of spirits (not liquid), intending to get enough enjoyment out of our wheel to last us until spring. But alas! the fate of the wheelman is uncertain; so thought two of our members, whose desire to beat anything yet heard of in the racing line made them a little too previous. Everything was running smoothly, and the boys in fine condition to do justice to a good dinner, when we turned in on our favorite run along the railroad track. We had just begun to push things when along came the express. Now was the time for our two worthies, Pete and Jack, who in that short space of time saw their names in all the bicycling journals under the heading of "Bicycle vs. Lightning Express! A most wonderful feat," etc., etc. But their air-castles were not built on a solid foundation; for no sooner had they commenced to run away from the train, and the engineer was vainly endeavoring to open the steam-valve an inch or two further than the builder intended, when Pete, who was in advance, ran into a small rut, just too small to be noticed, but large enough for him to take a header, and save the reputation of the P. R. R. Jack, who was running closer behind him than the law allows, seeing the accident, made an impromptu dismount, but instead of landing on his feet as intended, landed on his head; but his machine kept straight on, and would no doubt have won the race, had it not run down the embankment. Such a sight as met our eyes, when we got near enough to assist, is more than pen can describe. Suffice it to say, no bones were broken; but the party were well bruised, and their machines badly damaged. They concluded they had had enough bicycling to last them until spring.

F. F.

NEW BRUNSWICK, N. J., 10 December, 1881.

#### A Correction.

*Editor Cycling World:*—The types made me say in your last issue that the roads in Marblehead are "vastly" unfit for bicycling. Now, our roads are bad enough, but I did not wish to convey the impression that they are worse than they really are. What I wanted to say was, our roads "are mostly unfit for such a purpose." Of course some portions of them are very good, while others are simply execrable....Further on I am made to speak extravagantly about the

projected Thanksgiving Meet. I'll admit that my expectations were somewhat great; but remembering the successful Newport and Boston Meets, I hardly thought our Meet would be "the most notable bicycle demonstration ever held in the country." I did, however, think it would be the biggest turnout of wheelmen that ever took place in county,—which was what I wrote. GEESEE.

MARBLEHEAD, MASS., 10 December, 1881.

[We think our correspondent is too particular about words. Newport and Boston are *cities*. Marblehead is the country. *Ergo*: The Meet anticipated by our rural friend would have been the "most notable in the country." See? And then, what great difference is there between "vastly" and "mostly"? Merely that between extent and quantity. The first makes it that the roads were *very* greatly bad, and the latter that in *great part* they were bad. Oh, no, "Geesee," the types were all right, whatever you meant to say. — EDITOR.]

#### "Logic is Logic — That's All I Say."

*Editor Cycling World:*—The following, which is found in the New York *Daily Times*, of 23 November, is commended, no way respectfully, to the two official idiots who act, in the Board of Commissioners of Central Park, as if they were employed to be obstructionists, and to all similar persons elsewhere:—

**KILLED BY A RUNAWAY HORSE.**—Henry E. Niles, an undertaker, of No. 61 Jane street, was in a light wagon yesterday afternoon, in Eighth avenue, near Jane street, and an employé was driving the horse, an animal that was considered docile and safe,\* when it suddenly shied at a negro, and the vehicle was partly turned over. Mr. Niles fell into the street and broke his leg. His cries and the rushing of several persons towards him increased the horse's fright, and it dashed up the avenue, and knocked down George Webberley, a carpenter, of No. 47 Jane street. He was so badly injured that he died an hour after at St. Vincent's Hospital. Mr. Niles was taken home. The horse was stopped after it had run a couple of blocks.

Nothing can be plainer than the conclusion from this occurrence. The negro frightens horses; therefore Chief Justice Taney was permanently right, ever so long ago, and the negro must go—out of the streets. He is a nuisance. He ought not to be tolerated. He must be put down or our lives are unsafe. If he has any occasion to go abroad, let him go "cross-lots"; or if in the public (?) streets, let him go only between the hours of midnight and 4 A. M., when "we" don't drive out with our horses; and for the sake of our bones, and our wives and daughters' bones, let him be excluded from all *public* parks!

JULIUS WILCOX.

NEW YORK, 6 December, 1881.

#### About Tires.

*Editor Cycling World:*—Though not a manufacturer, I feel impelled to offer some suggestions in reply to the

\* It will be observed that no blame is attached to the driver, and that the horse was a docile and safe one. This is invariably so: the incompetent and reckless drivers never have any adventures, and the half-broken and vicious horses never run away.

queries propounded by "B." in your issue of 2 December, 1881.

1st. I think the round tire *is* the best for all purposes.

2d. I think it was adopted because common sense suggested and experience has proved that it is the best.

3d. The flat form of tire was tried on the old bone-shakers, and found wanting.

"B." says, "The round tire gives the greatest thickness of rubber between the wheel and the path," and immediately proceeds to show the error of this statement by instancing the case of an oval tire with the long axis perpendicular, which would give a greater thickness of rubber between the wheel and the path for the same rate of rubber. It is fair to presume that "B." meant to write an *elliptical* tire instead of *oval*.

"B." says, "Except to prevent slipping and to be a partial cushion for the machinery, what is the need of the rubber tire?"

Were these, indeed, all the uses of the rubber tire, then there might be some force in "B."s claims for flat in preference to round tires. But important as these two points are, and they alone furnish ample reasons for its use, the round rubber tire subserves another and equally important purpose; viz., to give a constant and nearly uniform bearing or surface of contact between the path and the wheel in the various and constantly varying positions of the latter. If it were possible for a rider to maintain his wheel constantly in an exact perpendicular to the surface of the road, the flat tire might answer well enough; but as every wheelman knows, the plane of the front wheel is in constant oscillation, inclining in ever-varying degrees, now to the right and now to the left of the tire perpendicular. With a *flat* tire, the full bearing surface would only be available during the brief intervals that the plane of the wheel and of the road were truly perpendicular to each other; at all other times the bearing would be more or less on the *edge* of the tire, and the diameter of the surface of contact would vary from the full width of the tire to almost nothing. With a round tire, on the contrary, the surface in contact with the road remains practically uniform in all positions of the wheel—a very great advantage, which can be secured by no other form of tire.

"B."s instance of the use of flat tires by steam locomotives does not seem to me to be a case in point, as it does not take into consideration the radical difference in the principles upon which the maintenance of equilibrium of the two classes of vehicles depend. All wheeled vehicles, except the bicycle, require for the maintenance of their equilibrium a practically constant relation between the plane of their wheels and that of the road; and it is quite possible that, for them, a flat tire may be the best. The bicycle, on the other hand, is a vehicle *sui generis*, and requires for the best maintenance of its equilibrium a varying inclination of the plane of its wheels to



that of the road, with a practically constant uniformity of the surface of contact;—and these two conditions can in my opinion be secured only by the use of tires circular or nearly circular section. Hence this form of tire is and must always remain the ideal form for use on vehicles of this class, though slight departures from it, as in the case of Hancock's Fluted Non-slipping Tire, may seem to offer and indeed may practically secure certain special advantages. I shall be glad to see further discussion of this subject, and if I am mistaken in my views, to be set right.

CYCLOS.

DUNKIRK, 4 December, 1881.

### More About Tires.

*Editor Bicycling World:*—In answer to your correspondent "B." of Detroit, 2 December number, I wish to say that we think the proper shape of a rubber tire a very important question to bicycle riders, and that the result of our experiments and investigations for the past year point unmistakably in the direction of wider and flatter tires. A round seven-eighths inch tire will flatten three eighths of an inch when carrying an ordinary rider on a smooth floor; the flat place extends three inches forward and the same back of the centre of the wheel, causing the wheel to run up hill at an angle of about eight degrees. Of course this is not all lost, as the spring of the rubber behind pushes the wheel forward some; but if it is running fast enough to make the motion of the wheel as it leaves the floor behind the centre as quick as the spring of the rubber, it will be seen that all the power required to depress the rubber would be lost, so we see there is great loss in riding fast and some in riding slow. Then we must make the flattening or depressing as little as possible by making the bearing surface broader and flatter, like the bottom of a dog's foot. At the same time we must have depth of rubber enough to enable us to run over small obstructions without raising the wheel: that is, if we should run a rubber-tired wheel over an iron rod one third the size of the rubber, it would dent into the rubber and not raise the wheel; but if the wheel had only an iron tire it would have to rise over the obstruction, and consequently require much more power than in the case of the rubber tire: showing not only the necessity of a broad tread to overcome the resistance of sand and mud, but a depth to the rubber for overcoming gravel and like obstructions, and so it will not cut from such cause. About six months ago we commenced making preparations for changing the shape of our tires, and shall bring out for 1882 a new rim and tire as above described, which we can warrant to stay in its place. We fasten all our tires now with the best English cement, and a patent steel core through the entire length of the rubber, but this latter being round, makes it roll out unless the wire is kept very taut; but with the broad

square base of our new tire no trouble of that or any kind is experienced.

G. W. PRESSEY,  
*Inventor of the American Star Bicycle.*

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 Dilwyn Wistar, 233 N. 10th street, Philadelphia, Pa.*

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

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

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

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

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

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

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

### APPLICATIONS.

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

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

UNATTACHED.—Charles W. Clapp, 5 Newton street, Brighton, Mass.; Frank W. Miller, Ashland, Ashland County, Ohio; D. W. Robb, Amherst, Nova Scotia.

### NOTES, QUERIES, ETC.

*(We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.)*

*Editor Bicycling World:*—Has any one ever tried kerosene alone, as an oil for bicycle lamps? Mr. J. C. Garrod, an English bicycle maker, tells me he has used it for years, and has never met with an explosion. I have not yet availed myself of his suggestion, but am thinking of doing so. Should like to hear from wheelmen who have tried it.

GEESER.

MARBLEHEAD, MASS., 28 November, 1881.

THE ARAB.—*Editor Bicycling World:*—In your 2 December issue, "Aries" informs "Ixion" that Mr.

Arthur Waite, of the Hartford Wheel Club, has used a fifty-inch "Arab" for nearly two years; and that "It is certainly a light, staunch, easy-running machine, and as durable as any machine we know of." I believe "Aries" has no pecuniary or other reason for giving the "Arab," or any other machine, undue praise. He gives such information as he is possessed of. Permit me to show how limited that is.

The machine referred to was a racer, and proved to be too light for road use. It was originally purchased by Mr. Clark Lawrence, who expended \$16 on it during the first month it was in his possession. He finally sold it to Mr. White, who does not care to state his expenditures on repairs and alterations. This "Arab" wheel now sports Columbia felloes, tires, spokes, nipples and nuts, pedals, saddle, head centres, handle bars and handles, and the bearings have recently been made over. With these alterations and improvements, I admit the machine is all "Aries" claims for it; but is it any longer an "Arab"?

This correction is made with the consent and approval of Messrs. Lawrence and Waite. Contributors to your valuable pages, in justice to their brother wheelmen, should be very careful that the information they give is accurate. I know nothing of the "Arab" machine as now made, and think it is plainly shown that "Aries" has no valuable information to give on the subject.

X. X. X.

*Editor Bicycling World:*—I should be much obliged if any of your numerous readers (American), who has tried the "British Challenge" Bicycle will give me his opinion of it,—its quality as a roadster, rigidity, ease of running, and durability.

"SIXTY-INCH."  
SOUTH NEW MARKET, N. H., 12 December, 1881.

FAINTING AT THE SIGHT OF A BICYCLE.—A man all in a tremor of excitement, and with face white to the lips, rushed into Mr. Isaac Snyder's store, Columbia, Pa., on Thursday night, 1 December, and sank unconscious to the floor. Water was given him, and he finally recovered sufficiently to tell the people there that he had seen "something he believed to be the devil,—a weird, shadowy figure, something like the form of a man floating in the air, with a ghostly, sulphurous light shining from between his feet." A party was at once raised and a search instituted, which soon resulted in the finding of the mysterious thing. It was the genial captain of the Marietta Bicycle Club, Mr. Thomas Haldeman, who had a small lantern fastened to his front wheel. The man, who proved to be a York County farmer, had never seen a bicycle before, hence his scare. — *Lancaster Daily Examiner.*

WALLERS' CONTESTS AT SUNDERLAND.—THE Brothers Waller brought a most interesting tournament to a close at Sunderland, on Saturday last. At Middlesborough, it will be recollected, in Waller's last six-hours' tournament, Mr. McKenzie accomplished ninety-nine and a half miles; and in the present contest Mr. Todner, of Ryhope, carried off the first prize, beating a large field. Details: Six days' professional race, first prize, £80; second, £12; third, £8; fourth, £5. On Monday night the racing was of an exciting nature, but so early as Tuesday the event was a foregone conclusion for J. Battensby, and he eventually won with a score of five hundred and nine miles three laps; Parkes, four hundred and thirty-four miles four laps, second; Lamb, four hundred and twenty-nine miles eight laps, third; Cleminson, three hundred and ninety-six miles eight laps, fourth; Skene, three hundred and twenty-six miles five laps;



T. Battensby, three hundred and forty-four miles five laps. Six-hours amateur race: There were thirty-two entries for this race, and as the racing was continued over six days, the amateurs were, of course, arranged in heats. Curiously enough, the ultimate winner, W. Todner, of Ryhope, was the last to compete, he starting on Saturday, and finishing ninety-six miles five laps in the allotted six hours. On inspection of the score this was found to be the longest distance ridden. The prize, a ten-guinea marble clock, was therefore awarded to him. Score done each hour by the winner: First hour, seventeen miles 5 laps; second, thirty-four miles four laps; third, forty-nine miles three laps; fourth, sixty-five miles two laps; fifth, eighty miles eight laps; sixth, ninety-six miles five laps. Woods, who took the second prize, completed ninety-six miles, and M'Kenzie, who finished third, scored ninety-five miles ten and one half laps. The track was eleven laps to the mile. — *Bicycling News.*

**ABOUT BELLS.** — First and last, I have spent a small fortune on bells, gongs, and alarms; and I can truthfully say, I never yet possessed a single sample which gave absolute satisfaction. Of alarms and gongs I have had several sorts; but their greatest fault was, they always rattled when they should have been silent. Challis's bell I swore by for a time, as being the best then in the field; but after having bought five in succession, all of which went irremediably wrong, I felt more inclined to swear at it. The nearest approach to perfection I have yet encountered is a small, well-finished single gong, which I espied one day in a shop in Birmingham, and purchased for the moderate sum of 1s. 9d. It gives a single, clear, sweet note when struck, and does not rattle even over the roughest roads when it should be silent. No name is stamped on it, but if it were only plated in a more durable manner, and would strike two blows of a louder description where it now strikes one, it would be complete. The following, I think, are the qualifications a perfect bell should possess: — First. It should give a clear, musical, and resonant note when struck. Secondly. It should be absolutely silent, in spite of the severest jolting, when not in use. Thirdly. It should be easy of application at a moment's notice. Fourthly. If a lever arm is used, one pull should produce two blows on the gong, or gongs, at sufficient intervals to allow each to reverberate properly. One point overlooked by some makers is that an ounce, or even a quarter of a pound, of extra metal in the gong itself, if it gave forth deeper and sweeter music, would be well worth carrying. In this, the season of inventions, let us hope that makers will bestir themselves and give us a bell above criticism ere the advent of the Stanley exhibition.

"AB INITIO" in *Cyclist*.

## WHEEL CLUB DOINGS

**BOSTON BI. CLUB.** — W. R. Whitney has been expelled from the Boston Bicycle Club for non-payment of dues and his name is hereby published in the *BICYCLING WORLD*, in accordance with Art. XIII. of the by-laws of the club.

J. S. DEAN, Sec.

Boston, 12 December, 1881.

**CRESCENT BI. CLUB.** — At a meeting held Wednesday evening, 7 December, the following preamble and resolutions were adopted: —

*Whereas*, It has been the will of our most gracious Lord to call from us one of our most beloved and respected members, Robert Carter Goodwin; and *whereas*, we shall never know his gladdening presence with us again: therefore

*Resolved*, That to the bereaved parents, who have suffered the loss of a dear son, and to the sister who has lost a beloved brother, whose face they are not to see until they too are called to meet him who has gone before, and is now waiting for them upon the other side, we, the members of the Crescent Bicycle Club, do hereby tender our most sincere and heartfelt sympathies; and

*Resolved*, That we, the members of the Crescent Bicycle Club, do mourn the loss of a dear friend who has always been to us as a brother, and who was universally respected and beloved by all the members of the Club; and

*Resolved*, That in respect for the memory of him who has passed away, we wear, for the space of one month, a badge, expressive of our deep regard and great esteem; and

*Resolved*, That a copy of these resolutions be sent to the mother, in expression of our sympathy for her deep bereavement.

A. B. TURNER,

Chairman Committee on Resolutions.

**NASHUA WHEEL CLUB.** — The regular monthly meeting of the club was held at the residence of John F. Bixby, Friday evening, Dec. 9. The only business of importance transacted was the adoption of a code of rules regulating club drills and tours, which are expected to lead to a better understanding and more mutual consideration between bicyclers and drivers of horses. After adjournment the club proceeded to Johnson & Wright's restaurant, where it had provided a complimentary supper to W. H. Walker on the occasion of that gentleman's birthday, and which proved a most enjoyable affair.

## BOOKS AND PAGES

OUR LITTLE ONES AND THE NURSERY for December is received and contains the following lot of nice Christmas presents: "Thanksgiving at Grandpa's," "Gathering Nuts," "A Dime worth Twenty-Six Cents," "For Benny and Me," "Fishing," "Zip and Snip," "Paws and Milk," "Voyage of the Bluebell," "The Mouse and the Owl," "The Tiles around the Fireplace," "How to Walk," "Stay," "The Story of a Robber," "Doll Rosy's Punishment," "Mr. and Mrs. Bunny and Family," "The Butterfly's Grave," "Cradle, Baby and All," "The Handsome New Clipper," and "How Tommy tended the Baby." Its excellent standard and bountiful supply of illustrations is maintained, and as a Christmas card alone we don't know of any published by Prang (even among those that are not prize cards) which can compare with it. The Russell Publishing Company, Boston.

**ARCHERY AND TENNIS NEWS** is a new monthly just started by Messrs. A. G. Constable, A. H. Gibbes, and A. S. Brownell, the latter being editor, and is devoted to recording the sports named in its title. It is the immediate successor of the late *Archery Field*, is in good hands, and we earnestly wish it the hearty support its predecessor lacked as well as that of the few but earnest helpers of the latter. It is published at 80 William Street, New York City.

THE WESTERN MANUFACTURER, of Chicago, Ill., one of the best industrial journals in the country, has issued a splendid number for 30 November, containing as its principal feature a fine illustration of the town of

Pullman, Ill., the home and birthplace of the palace cars, with a full history of the business and manufacture of this important and convenient luxury.

THE English firm of Wm. Ford & Co., Astley Bicycle and Tricycle Works, Wolverhampton, whose announcement appears in our columns this week, is well spoken of in Sturmeys' "Indispensable Bicyclist's Hand-Book" for the current year.

ONE of the great needs of wheelmen is the possession of cyclometers which will accurately record distances traversed, and our columns are frequently used to interchange opinions and suggestions on the subject. Livingston's "Perfection" is now advertised in our pages, and it will be worth the reader's while to send to Mr. Livingston's address for his explanatory circular, giving full particulars and testimonials.

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As explained in detail in the standing announcement at the head of its editorial page, the *BICYCLING WORLD* is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class.

And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood.

The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet — owing largely, perhaps, to the exclusiveness of rights of trade and manufacture — the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this: its financial success must depend entirely upon its paid circulation.

To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

Such a journal the *BICYCLING WORLD* aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

As the official organ of the League of American Wheelmen, all the business of the League is published in its pages; which, with the other characteristics named, makes it of permanent value for ready reference to all bicyclers.

The subscription price is only \$2.00 per annum; \$1.00 for six months; and we will send it three months for 60 cents. E. C. HODGES & Co., Publishers,

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

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.

THE WHEEL, 75 Fulton street, New York.

KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.

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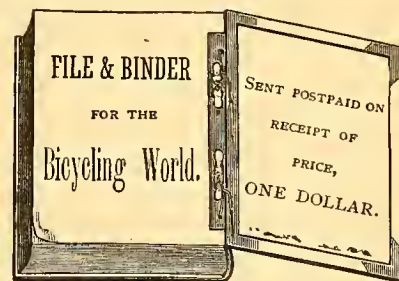
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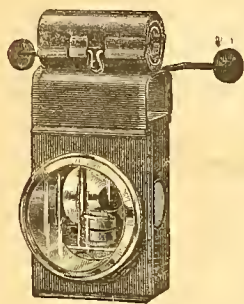


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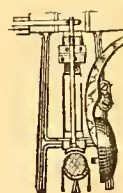
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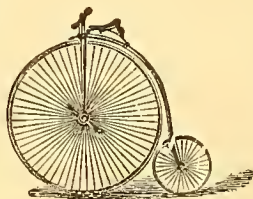
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