

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William G. Gilman, Editor.

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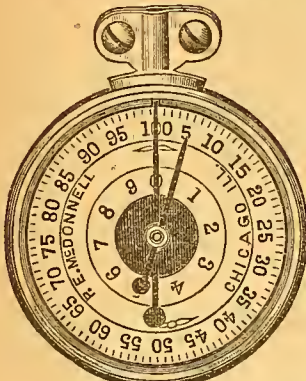
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Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

3905 Chestnut St.

FOR SALE OR EXCHANGE

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

FOR SALE.—One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost \$95, will take \$30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost \$112.50, will sell for \$55. Those are real bargains, and must be sold as I am now going out of the bicycle business. Address D. D. NEVINS, Attleboro', Mass.

BARGAIN.—A 48-inch full-nickelled Expert Columbia, with hub lamp, Excelsior cyclometer, H. & T. alarm; run about 500 miles. Price \$115. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 50-inch ball bearing Standard Columbia bicycle, in perfect condition, used but little, will be sold at a bargain. H. T. ARB, Toledo, Iowa.

LADIES' COSTUME.—Lady tricyclists should look as nearly as possible as though no alteration had been made in their ordinary dress; but for health and comfort's sake the stereotyped underclothing must be radically altered. The linen usually worn next the skin is fatal to health, slight perspiration making it so damp as to strike cold to the chest, back, and in fact every part of the body in contact with it. Male tricyclists and bicyclists have long found out that flannel must be worn next the skin at all seasons. Let the linen, then, be altogether banished from the tricyclist's wardrobe, the chemise being replaced by a soft, smooth flannel vest, and the nether limbs encased in flannel cut exactly like a man's riding breeches, without any superfluous fulness to crease up. In really hot weather, for brisk riding, nothing else is required save the orthodox skirt as described by "Dot," which can be weighted round the edge, as ladies' riding

habits are, to secure immunity from the wind blowing the kiting about the ankles; but when the weather is cooler, or only gentle riding is being indulged in, the divided skirt can be added, under the outer skirt, and an extra flannel or wool vest be worn if desired. The wool "jerseys" which were so fashionable, are very handy things to carry in the luggage bag on a long ride, in case the weather becoming cooler towards evening should make an extra garment desirable; and when a mid-day stoppage is to be made a change of dry flannel in the bag will also be appreciated.—*Tricyclist*.

BICYCLE and lawn tennis suits for gentlemen may be fashionable, but there is not one masculine in ten that can array himself in such a garb and appear to advantage. We know a young man, the son of an eminent horticulturist, who delights to don a costume of this description and parade the streets, to the great amusement of those who see him, and the evident satisfaction of himself.—*Boston Sunday Budget*.

MR. FRED. S. ROLLINSON has returned from Europe and is now in New York. He announces that he has given up bicycling as a means of livelihood, and will engage in stocks, having got a seat in the American Mining Exchange. He will continue to ride the wheel, but only for enjoyment.

THE new monthly magazine to be devoted exclusively to wheeling, *The Wheelman*, has been issued, and this first number is certainly a handsome and valuable one. It is, of course, largely devoted to essays for the benefit and instruction of the non-bicycling public, which class it is in the main expected to reach; but there is also much else of value and interest to both new and veteran wheelmen; and if it maintains its present excellent appearance and character, it will become a useful aid to the cause, as well as a welcome visitor to 'cyclists everywhere.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—Will you please inform me how many members there are in the League,—the is, how many have actually renewed their subscriptions this year? MEMBER,

We do not know. Will Secretary Putnam please give the desired information?—EDITOR.

To Correspondents.

A. E. P., Warsaw, N. Y.—On the highway, on a bicycle, W. F. Sutton of the London Scottish Bicycle Club, from London to Stamford and return, 222 miles, in 23h. 55m., 9 July, 1882. On a tricycle, on the highway, John Hawkins, from Walsall on a round trip, 191 miles, in 23h. 59m., 7 September, 1882.

C. E. W., Chicago, Ill.—Never rode one, so can give no reliable opinion; but have seen many riders who speak in high terms of them. See "Telzah's" article in this issue.

L. S. K., Philadelphia, Pa.—1. We do not know,—it is largely a matter of preference. 2. Yes. 3. It depends on the state of your funds. If you are poor but can procure the amount for a good one now, you had better get it. If you can afford to experiment, get the second-hand machine you speak of. 4. We find the ordinary large-size safety pin sufficient. 5. Button tight is neatest; but probably loose ones are more comfortable.

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 and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

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

BOSTON, 6 OCTOBER, 1882.

THE OFFICERS' MEETING.

As already announced, the officers of the League are to hold their fall meeting in Boston the 13th inst. We understand that much important business is expected to receive consideration, although we are uninformed in respect to details. It should be remembered that this board is possessed of large powers, — nearly as large, in fact, as the general body in annual convention, — and it is therefore desirable that clubs or individuals having anything to suggest or to ask should take advantage of this semi-annual occasion to bring it before the official board. Members having grievances that this meeting may redress will have no longer the right to complain if they neglect this opportunity to state

them. Those desiring any change in either rules or methods should see that their propositions are filed in season for this meeting. We expect the attendance of officers will be larger than at any previous session, and consequently that each subject brought before them will be carefully and impartially considered, and receive wise legislation.

We have several suggestions to make to the board, and although by no means new, we sincerely trust that the meeting will take some definite action respecting them. One of these is the necessity of fixing some standard of measurement for bicycle race tracks; and we would suggest that in order to conform to existing English records of racing distances, that our tracks be measured according to their standard. Another matter which the national organization through its officers should consider is in relation to transportation of wheels on our railroads: a committee should be appointed at once to confer with all the leading lines in the country, with a view to secure free carriage of machines to holders of passage tickets. Many railroads have already issued orders to that effect, simply at the request of individuals; and there is little doubt that, were the subject properly laid before them, all the great lines would speedily grant this reasonable concession. Then the League ought, also, in the interests of prospective as well as present members, to take some action tending to secure a reduction of the tariff on foreign bicycles and tricycles, and for this we think no better preliminary steps can be taken than the appointment of a special committee of the most active and influential members in the League, — not necessarily selected from among the officers, but the best men known in the association at large. All these subjects are important, and should be considered at the meeting next week. The minor matters of locating guide boards, appointing hotels, publishing routes, etc., are more properly the work of State officers.

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

MILWAUKEE BI. CLUB. — *Editor Bicycling World*: — A regular business

meeting of the Milwaukee Bicycle Club was held at the Milwaukee street headquarters, Monday evening, 18 September, with fifteen members present. D. G. Rogers, Jr., was selected to preside in the absence of President Jones. The resignations of Capt. Hathaway, Vice-President Haskins, Jas. P. Brown, W. B. Weller, and B. K. Miller, Jr., were read, and after due consideration accepted. To fill the vacancies made by the above retirements, the following officers were elected by ballot: Vice-President, D. G. Rogers, Jr.; captain, A. Meinecke, Jr.; first lieutenant, Frank R. Pingree; club committee, H. W. Rogers and T. K. Birkhauser. The finances of the club were reported by Treasurer Meinecke to be in a flourishing condition. Wednesday evening, 27 September, was selected for a moonlight run to the Rolling Mills in Bay View. Invitations to attend the Buffalo Meet, Springfield races, and the annual agricultural fair at Janesville were read; but owing to the distance between Milwaukee and the two first named cities, the invitations were declined. The L. A. W. racing committee having sanctioned the Janesville races, the club decided to attend; and the tournament will be held under the auspices of the Milwaukee Bicycle Club, 4 October, at Janesville, Wis. The turnpikes between this city and Racine, Lakeside, Geneva Lake, and Waukesha are in excellent condition, and every Saturday and Sunday, numbers of local club men, representatives from the Milwaukee Bicycle Tourists and the Milwaukee Bicycle Club, are seen speeding to any of the above-mentioned resorts. . . . The L. A. W. officers seem very negligent in the performance of their duties, as none of the members elected this year have received their L. A. W. membership tickets, notwithstanding that their applications were filed with Secretary Putnam, and printed in the WORLD of 18 June. Have more enterprise, gentlemen, and at least attend to routine business. Members grumble and make the life of the club secretary a burden and lead him a miserable existence.

A. W. FRIESE, Sec.

LEAGUE OF CHICAGO WHEELMEN. — The Chicago, Aerial, Owl Wheeling, and Hermes Clubs, with several unattached, assembled at Owsley's Hall, Madison and Robey streets, Saturday evening, 23 September, and formed the above league, based upon the L. A. W. The officers elected are: J. O. Blake, president; Ernest Mehring, vice-president; Milton J. Greenbaum, secretary; Heaton Owsley, treasurer; T. S. Miller, commander. Membership fee, \$1.00, to cover one year's dues. The officers elected consist of gentlemen not holding positions in either of the clubs, so they will be at liberty to devote their attention to League matters without sharing it with the clubs. The forty wheelmen present joined, and the entire membership of each club is pledged, which will make an active mem-

bership of nearly one hundred to begin with. League of Chicago Wheelmen races, runs, hops, and general supervision of all things that go to make wheeling in Chicago desirable are the objects in view. An adjourned meeting, to adopt constitution and by-laws and perfect organization, will be held at the Grand Pacific Hotel 7 October. STENO.

THE Leominster (Mass.) Bicycle Club is officered as follows: President and captain, R. G. Morse; secretary and treasurer, C. A. Joslin. It was organized 22 April, 1882.

RACES

Coming Events.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

14 October. Stenton, Philadelphia. Three-mile bicycle race, under the auspices of the Olympic Athletic Club.

21 October. Pullman, Ill. Two-mile and five-mile bicycle handicaps, in connection with games of the Pullman Athletic Association.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.

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

ST. THOMAS, ONTARIO, 22 SEPTEMBER.—The race meeting of the St. Thomas Bicycle Club was well attended, about fifty-five wheelmen participating in the parade. The weather was slightly unpropitious and the track a little wet, so that no fast times were made. The one-mile race, best two in three, was won by F. Westbrook of Brantford, J. Moodie of Hamilton second. The two-mile dash for those who had never won a prize had seven starters, and was won by J. B. Moore of London, Karus of Aylmer second. The five-mile event gave Westbrook another first-prize gold medal, C. H. Hepinstall of St. Thomas being second and Moodie third. A hurdle race had five contestants, and the winners were O. Simson and J. Durdle. Hepinstall also won the prize for fancy riding, and the Aylmer Bicycle Club took the silver goblet for drill.

FRANKLIN, PA., 23 September.—*Editor Bicycling World*.—The Bicycle Tournament of the Venango County Agricultural Society took place here this afternoon, a day later than advertised, on account of the heavy rains during the three regular exhibition days. A railroad accident also detained Mlle. Armaindo till late last evening. This morning the weather looked favorable, and the races were then advertised thoroughly here and in Oil City, and attracted 2,500 enthusiastic spectators. The parade was headed by Supt. Grant and his little son Davy, the latter riding a 42-inch wheel, and completely disguised as a little girl in elegant circus costume, causing immense excitement among the boys

and much admiration on the grand stand. Clowns and fantasics on wheels brought up the rear, and made a novel and amusing feature.

The one-third mile race, best two in three, gold medal, was won by George Grundy of the Keystone Bicycle Club in 1m. 2s. and 1m. 6s.; C. B. Shrom of Greenville second, silver cup; and James Blatt of Sandy Lake third.

A close contest in fancy riding resulted in first prize, silver cup, for A. C. Harding of this city, and second to J. C. McCullough, Pittsburg. There were four entries for the mile race,—Grundy, McCullough, Shrom, and William Shannon of Franklin. It was a good race, but Grundy proved too much for his competitors, and again took the gold medal. J. C. McCullough won the first prize (an Acme bicycle stand) in the slow race, five other competitors coming to grief a long way from the finish.

In the professional race, Louise Armaindo rode five miles against T. W. Eck, giving him the advantage of one third of a mile, and winning by a few yards, in 25m. 6s. To make this time she exerted herself much more than at Springfield, where her time was nearly five minutes less; and those who before had doubts as to her ability became satisfied of her wonderful endurance, as they saw her keep up speed under the disadvantage of soft ground, into which her Yale Racer cut with its narrow tire nearly an inch deep. Both Louise and Mr. Eck gave general satisfaction, and seemed to have the good wishes of the audience as they left the track. One word about the Venango County Agricultural Association: Their fair is not the usual "agricultural horse trot," on poor grounds, covered with gamblers and side shows, but they have a beautiful park, a splendid one-third mile track (in good weather), fine permanent buildings and pavilions; no horse racing, but the best agricultural exhibition in the State. The gentlemen composing the association treat exhibitors, bicyclers, and all, as they agree to do; and although their receipts this year, with the exception of to-day, are a total failure, owing to the storm, they pay all premiums and expenses (over \$4,000) without a murmur. D. D. G.

WAVERLY, N. J., 26 SEPTEMBER.—The following were the results of the bicycle races in connection with the State Agricultural Society fair: One-mile race for the championship of New Jersey, best two in three, won by A. C. Bedell, Essex Bicycle Club, in two straight heats; times, 4m. 27½s. and 4m. 57s. Two-mile handicap, won by V. C. Place, Greenville, Pa. (scratch); time, 8m. 43s. Half-mile dash, in heats, won by V. C. Place, Greenville, Pa., in two straight heats; times, 2m; ¾s. and 1m. 51½s. G. A. Wells, Jr., of New York City, won the prize for fancy riding. Five-mile scratch, won by V. C. Place, Greenville, Pa.; time, 22m. 28s. One-mile handicap, won by E. A. Thompson,

Lennox Bicycle Club; twenty-five yards; time, 4m. 10¾s.

GOFFSTOWN, N. H., 28 SEPTEMBER.

—The first race meeting under the auspices of the Manchester Bicycle Club was held here to-day in connection with the Piscataquog Valley fair. A parade with twenty-two wheels in line preceded the races. The mile event, open to L. A. W. members only, was run in heats, F. J. Philbrick winning in first and second; time, 3m. 55½s. and 3m. 55s., F. A. McMaster of Nashua and C. H. Wilkins and Moses Sheriff of Manchester following in that order. A half-mile dash, open to all amateurs, was won by B. O. Sawyer of Weare, with J. P. Melzer of Milford and E. A. McQuestion of Manchester following in that order; time, 2m. 7s. Judges, J. E. Currier and J. E. Lane of Manchester and C. H. Sanders of Fisherville; referee, W. V. Gilman of Nashua.

TROY, N. Y., 28 SEPTEMBER.—The first annual race meeting of the Troy Bicycle Club was held at Rensselaer Park, the 28th ult. Eight members of the Albany club were present by invitation, and took part in the parade which preceded the races in the park, where a large number, including many ladies, had already assembled. The first event, a two-mile contest, was won by Ross in 8m. 12½s.; DeGolyer second, in 9m. 11s. The second was a three-mile race, won by Strait in 14m. 16s.; L. J. Thiessin, second, in 14m. 47s. The five-mile event had seven contestants, and was easily won by Strait in 21m. 37s.; the next man being over a mile behind. The events ended with a slow race, won by Master Edmands. The Trojans entertained the Albanian visitors with a banquet at Harmony Hall in the evening.

WAUKEGAN, 29 SEPTEMBER.—There were fourteen Chicago wheelmen at Waukegan, Ill., to participate in the bicycle races under the auspices of the Chicago Bicycle Club, on the track of the Waukegan Fair Association. A large audience was present, and everything favorable for a good afternoon's sport; but the track consisted of a base of clay, badly chopped up with holes, the surface covered with a treacherous layer of sand, deceptive to the eye and dangerous to wheel. The tournament opened with fancy riding; prize, a gold-plated cyclometer. Some difficulty was experienced in getting up a competition for this, as our fancy riders are scarce. Finally, Messrs. Brown and Conkling took the track, and went through several feats quite dangerous for the track performed on. Mr. Conkling slipped in a rut and hurt himself severely, so the field was left to Mr. Brown, who was awarded the prize.

Then came the quarter-mile dash from scratch for a rubber bicycle suit. Messrs. Conkling, Philbrick, Brown, Calkins, Ayers, and Irish entered, and after a lively scrimmage in the ruts and

holes. Calkins won, closely followed by Conkling. Time, 51½s.

Some elegant fancy riding was then done by Mr. Wood on a half-breed bicycle (part velocipede), consisting of standing still upright on his tire, running on one wheel, leaping, and vaulting.

The entries for the three-mile dash were Calkins, Philbrick, Irish, Ayers, and Vowell. Won by Philbrick in 13m. 43s., Ayers second. Prizes, McDonnell cyclometer to first, Columbia hub lamp to second.

After a horse race followed the hundred-yard slow race, which was closely contested for fifty yards by Brown and Ayers, when the latter fell off, Mr. Brown winning in 4½m. Prize, a racing costume.

The chief race of the series was the one-mile dash, Mr. Conkling at scratch, with Messrs. Stephens, Mehrling, Calkins, and Vowell one hundred yards start. Conkling had made up his handicap the first lap, and came in easy winner in 4m. (remarkably good time for the track). Mr. Stephens second. Prizes, Miller Perfection hub lamp to first, Premier spring to second.

After another horse race, which further added to the roughness of the track, the five-mile handicap was called, Mr. Conkling at scratch, with Messrs. Stephens and Ayers five hundred feet, Mr. Calkins six hundred feet, and Messrs. Irish, Vowell, and Mehrling six hundred and twenty-five feet start. Mr. Conkling won in 21m., with Mr. Stephens second, Mr. Ayers third, the rest out. Prizes, Miller Perfection hub lamp to first, and McDonnell cyclometer to second.

The races were fine exhibitions of "beefing" over holes and ruts, requiring more of the roadster's skill than that of the racer, showing Mr. Conkling to be superior in both. The first time Mr. Conkling has been beaten since he and Mr. Miller went down to Louisville last winter was in the quarter-mile dash; and Mr. Calkins has astonished the club, and covered himself with glory, by being the only man who has beaten the champion.

The races closed in time to take the evening train home, the fair management netting handsomely out of the affair, and the Chicago Club getting an equivalent in pleasure. The treasurer of the Waukegan Fair extended the Chicago Bicycle Club an invitation to make it an annual race, agreeing to make very elaborate preparations next year. STENO.

NEW YORK, 30 SEPTEMBER. — The two-mile bicycle handicap, in connection with the games of the Manhattan Athletic Club, was won by W. H. Austin (thirty seconds), Williamsburg Athletic Club; time, 7m. 29½s.; E. A. Thompson, Manhattan Athletic Club (scratch), second, in 7m. 14½s.

A CORRESPONDENT writes from St. Louis: "In your last issue you say Morris and Frye *both* beat best out-door time in the twenty-mile race. Have you forgotten your report of the times made in

the fifty-mile championship at Baltimore, on 8 July?" We have not forgotten our report. In fact, we distinctly remember that we have never received any advices respecting the measurements of the track or the times made there for any distances, except for twenty-five and fifty miles, although we long since applied for the record. Until otherwise assured we adhere to our statement.

THE Missouri Bicycle Club closes a series of bicycling events held during the week, to-morrow.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — This last week came in with a rush of rain, but is going out quite sheepishly. At first we thought the Waverly races would undergo a second postponement; but Jupiter Pluvius retired for the time to private life, and though the day was muggy and too cloudy to admit of a glimpse of the sun, the notice was posted that rain or shine the races would take place: and so they did, and we took Place and out we went with our wheels, with Thompson, Davison, Sanford, and Place, to show up for the city team; and for the fancy riding we took out young Mr. G. A. Wells, Jr., who as it turned out afterward was amply competent to give Mr. Knight of Essex Club several points, and call him. From the depot to the fair grounds we ploughed our way steadily through the two weeks' previous accumulation of mud, and, bold hunters that we were, slew on the right and left hand without stint or stay our thousands and tens of thousands of Jersey's staple, — mosquitoes. With mud beneath and mosquitoes overhead, there is no medium but Purgatory personified. Ye gods, what mud! Why, think of it: the track was clay and had been all under water for three days, and had only lately been drained; no wonder that those with the narrow-tired racers for the most part got left. Place ploughed through it with might and muscle, and helped by his heavy road machine, which this time at any rate stood him in good stead, came gallantly to the fore in every race except the one-mile handicap, from which he magnanimously retired to give Thompson of the Lennox a chance to win it, which he did, with Lockwood of Red Bank second. Place took all he wanted, and Thompson took home to the Lennox four second medals and one first, which was glory enough for him for one day.

These races were real work; there was no doubt about that, and every man that took away a medal earned it. A mean track, a sky as muddy as the ground, a mournful and sad-looking group of people, five or six deadly tired racers, mos-

quitoes, hot coffee, mosquitoes and sandwiches (where Doc. Beckwith got left) pretty little waiter girl (best product of Jersey), more mosquitoes, filled the bill of our recollections of Waverly as we despondently endeavored to scrape from our shoes the gathered acres of Jersey soil, which, with the medals we robbed them of, was all that was left of the day, and the Waverly races were a thing of the past.

It was two days before I got all the mud off my shoes, and what we brought over has tended to make the roads here very heavy. I at any rate never thought before that my feet could gather so much; but it seems that I don't know my own feet, and a little incident that happened the other day confirms me in the belief. I was bowling along the Boulevard at a good pace, and came abreast of two youngsters on the sidewalk, who immediately got on to me, one of them propounding to the other the usual gay and festive conundrum, "Is it my size?" This was all right, for I was used to hearing it; but I almost fell off the machine when the other kid let me have the answer, of which before I knew nothing, and it came, "It is, all except the feet." It touched me really on a tender spot (no bunion), for my shoes, No. 5's, are about all I have to brag of in the way of good looks; in fact, it "riled" me, and I got down, got out the armory, and started for them at a 2.45 gait, and the rage that showed in my countenance probably startled them, for they took to their heels, and getting the whip row on me, vanished in an adjacent yard, and I went on my way musing, conceit-robbed, a sadder and wiser man.

To-day, Saturday (30th), the Manhattan Athletic Club held their fall games, and in the two-mile handicap W. H. Austin of Brooklyn finished first in 7.29½, having thirty seconds start on Thompson (E. A.) of the Lennox, who came in second in 7.14½. There were seven other entries; but only one, A. F. Camacho of the Manhattan Athletic Club, came to the mark with the two above mentioned. Sanford of "Ixion" and J. M. Austin of Brooklyn got badly left by getting there too late, for, taking it for granted that the bicycle races would, as has always been the custom at such meetings hitherto, come off last, they did not put in an appearance until a little after the commencement of the games, when to their no small astonishment they found that the race had been run, having been put in the programme as second event. It does seem rather singular that without any apparent reason, the Manhattan Athletic Club should see fit to make so wide a departure from the usual custom; but I suppose they know their own business the best.

There is somewhat of a dearth of club news, for owing to the recent death of the Manhattan Bicycle Club, we are all going around with sombre faces in daily expectation of the funeral, which has not yet been announced, but will probably take

place as soon as the dynamite is in position, beneath "791." The only cheerful face around, in fact, is Frank Fullerton's; but then we know what a snare and a delusion the cause of his cheerfulness is, for the renowned attachment has at last been brought out to public view, still ticketed, however, "Please do not handle," which has had the usual effect, for every man that goes by it on the rack puts his shoulder to the wheel and tries to shove it around. I believe it has somewhat the same nature as the renowned horn of Baron Manhausen; for it was unguardedly left standing in the office the other night, and there was actually so much accumulated strength in the revolving disks that during the night it took a header all by itself, buckling the wheel in a horrible manner, so that in the morning it took three men an hour to true it up sufficiently to make it stand against the wall.

Several of the "Ixion" and "Citizens" men went up to the fireworks exhibition at the Polo Grounds to-night, and while there President Egan of the "Ixion" had some conversation with Manager Mutrie, who, Egan says, talks of opening next spring a sort of a headquarters up there at the Polo Grounds, fitting up a small house on the grounds with lockers, etc., etc., for the use of men in training for races, charging so much a month for the use of the track and the conveniences in the house. I think it's a very good idea, and if he will add to the idea by keeping the track in a little better order, he will advance our racing interests here remarkably. He seems very well disposed toward us already; and from the way he is talking, his good-will is likely to increase.

Though bicycling has not been greatly indulged during the last week, owing to the weather, the latter has not drowned the tongue of gossip. Rumor has at last disbanded the Manhattan Bicycle Club, erst the all-absorbent; dismantled are the rooms, lost the machines, the riders, where are they? Whether alive or dead, still in our memories do we see them by our sides through all the old familiar paths; Mount Tom seems bare, forlorn, forsaken, without the presence of their forms; no more their wheel prints vex the sides of Riverdale's long hill; their very name has grown to be naught but a tender memory. Unbuckle the wheel, unwind the tire, hang up the bar, and lay the bearings down to rest, with their worn flag for winding sheet, a funeral dirge for requiem o'er the grave, wound by Meyer's spirit horn, and "Here Manhattan lies, died of inaction in 1882." Peace to her ashes. But they say, "T is but for a time," "Spring will see us rising anew," and "Phoenix-like from out our ashes." May it be so: our hopes are large, our doubts are larger; our faith in the rejuvenation has dwindled down, and Bourne and Jenkins hold it all.

CHIC.

NEW YORK, 30 September, 1882.

Telzah Says.

THAT New Hampshire's sandy and hilly roads are answerable for the small number of wheelmen within her borders; but the few are all enthusiasts and keep a good record for prompt action in L. A. W. matters, having for one example thrown at the recent election of State officers a greater number of correct votes in comparison to her total membership than any other State.

That it was fitting that the Rockingham Bicycle Club, the oldest in the State, and having in its ranks the first L. A. W. consul in the United States, the first New Hampshire director and chief consul, and the youngest League member (Garvey's baby excepted), should have the honor and pleasure of inviting their brother wheelmen to their city to organize the first State League under L. A. W. auspices.

That the announcement that the city and adjoining towns contained the best roads in the State was sufficient to attract more than one half the riders in New Hampshire.

That the weather was charming, and the road-bed never better, and all pronounced the wheeling, especially along the coast roads where beach gravel was used for the surface, to be unequalled east of the Massachusetts line.

That the accommodations and complimentary dinner at the Rockingham House were first-class; the welcomes hearty; the departures noisy, with bugle and callope calls; the headers few and easy; and the coasting long, rapid, and undulating.

That the view from the top of the ruins of old Walbach Tower of the broad harbor, filled with vessels of all sizes and descriptions, including the North Atlantic naval squadron, headed by the famous "Kearsarge," and out on the horizon the last hundred of five hundred departing coasters that had been forced by the gale into the harbor the day previous, was a sight seldom seen.

That Mascot and her chorus adopted bicycle costumes and long silk stockings in recognition of the wheelmen's attendance at the opera.

That the phantom veteran of '78 from Fisherville, who for years had been wheeling through the State, solitary and alone, acknowledged he had made a grand mistake, and that companionship and acquaintance with brother wheelmen is one of the greatest charms of touring.

That the New Hampshire participants in the Boston Club run of 100 miles surpassed all others in amount of work done on the first day of the meet; Secretary Wilkins of Manchester easily scored his 60 miles, and President Philbrick was so accommodating as to loan his 56-inch to a fellow wheelman while he descended to a 46-inch imported from England in the earliest days of bicycling, and locally known as "John Bull."

That the said "John Bull" characteristically brags that it has done more rink

service than any wheel in the United States; nearly all the New England veterans would recognize the remaining parts of the little machine, that would persist in tumbling on top of them and running down the magnetic iron posts at 87 Summer street.

That the Nashua Wheel Club has, next to the Boston Bicycle Club, the finest, most costly and convenient headquarters in the country. Its members and lady friends have free use of the captain's tricycle and marine bicycles. It leads in point of numbers and uniform all other clubs in the State.

That little Girard on his 40-inch wheel kept with the advance guard on the thirty-mile run, and performed his fancy feats very creditably after a year's rest.

That the marine bicycle races drew a big crowd to the wharves, and the contestants ran away from all other boats that started over the course.

That several club-men start next week on marine bicycles on a cruise from the sources of the beautiful and swift-running Piscataqua to its mouth, and thence along the sea-coast, taking a photographer along with them, in search of material for an illustrated magazine article.

That the amount of work accomplished on the American Stars during their trip of one hundred miles was a surprise to New Hampshire wheelmen. They climbed nearly all the hills attempted by the riders of the crank bicycle, and their owners were very successful and reckless in descending steep and rocky hills.

That the advertisement of the Star would read better by omitting in the sentence "there being no tendency to make the shoulders rounded," the intimation that any bicycle does. On the contrary, every bicyclist of my acquaintance walks, rides, and sits more erectly the more he bicycles.

That the "ready-made" sketch by the editor at the post-prandial exercises was full of interesting facts concerning the early days of bicycling in this country.

That Portsmouth has so excellent a machinist that a bicycle has never been sent for repairs from the city.

That Massachusetts tourists mourn the departure of the Texian waitress from Hampton.

That New Hampshire wheelmen who bicycled to Worcester found on Shrewsbury hills that champion Frye retained his old-time vigor, and predicted he would lower the record should he go on the race track again.

That every New Hampshire club, thanks to the efforts of the L. A. W. State officers, requires by its constitution that every member shall be a member of the L. A. W.

That another club supper is in the near future, Capt. Hazlett having nearly completed his 10,000 miles on the wheel.

That Editor Jenkins, after exhausting two or three wells, is nearly as fast on the New Hampshire coast roads as he is on

the polo cinders. Let him drop the quill and study anatomy awhile, and he will release ladies and babies from the ruins of overturned carriages more modestly, but with less despatch.

That the Nashua bugler is perfectly right in thinking that Sunday bicycling is more heinous and dangerous than Sunday boat sailing.

That the beach visitors make consular work lively in the summer season, and a week's service as consul in this district would convince any dissatisfied League-man that the L. A. W. does some good.

That the judges at Worcester awarded the third prize to Mr. Pitman, and were preparing to present them when it was found some one had blundered *before* the races, and unintentionally encased the wrong medals.

That "M. B. C.'s" advice to all clubs, "Never allow a bicycle agent to hold any office in your club," would not work in this State. There are bicycle agents and bicycle agents. The strongest clubs in the State socially and numerically are officered by agents who have spent every cent of their commissions, and many dollars besides, to promote the interests of their clubs, and the cause generally. Shall we follow "M. B. C.'s" advice because his club has unwisely allowed an agent to use his official position in the club to his own pecuniary advantage? His protest is right and manly, but he should not be too sweeping and think *all* agents and clubs are similar.

That the wheel attracting the most attention at Worcester was an old English bicycle, with solid backbone, immense spring and rear wheel, rubber tires nearly worn off, and the whole weighing seventy pounds.

That its rider gave an answer worth recording, when he replied to the rough question of a prominent racer, "Why do you ride that thing?" "Because I cannot afford a better, and I'd rather ride this than none at all." The P. R. quickly atoned with "Excuse my hasty tongue. I admire your honesty and enthusiasm."

That the two Worcester communications I have just read contain material enough for many editorials. Wheelmen are well aware how carefully and courteously their wants and pleasures have been looked after by the Worcester clubs during their always successful weeks, whether they were club or League men. But here in New Hampshire we make as much of a distinction between a club and League man as a portion of the Worcester bicyclers do between club-men and the unattached. Visit here on the wheel, "Æolus," say in disguise; claim, if you wish, that you are simply a United States citizen. We will receive you because you are a wheelmen, advise you about hotels, and pity you because you took the worst roads into the city, and you will depart, having had a passably good time. Come again, President "Æolus," and say you are

a club-man, that you are an Æolus. You will find the hand pressure more cordial, for we are indebted to the Æoli for many favors and are anxious to reciprocate. Come once more, Brother "Æolus," with a League ticket in your hand. Write previously for a route slip, and take an easy road into the city, instead of ploughing through the sand on the direct road, over which carriage drivers will ignorantly and invariably direct you. You'll find the latch-string out,—many times we've carried the end to a League-man a dozen miles from the city. We will escort you to a good hotel, where you'll save the little dollar you paid for the year's admission to the benefits of the League; we'll give you a club run, and escort you from the city; and all on account of Eliza,—no, the L. A. W.,—and make you, as we have others, realize that it is worth something to be a League member, and that, instead of withdrawing and then making faces at it with your able pen, in its own organ, and promising greater advantages in proposed rival leagues, that it is better to step in and correct its errors and shortcomings, encourage and broaden its influence, rectify its membership qualification, of which you justly complain, and aid your fellow-townsmen, the chief consul, to establish sub-leagues, and issue maps and all other aids and comforts that will benefit its home and touring members.

That's all.

PORTSMOUTH, N. H., 23 September, 1882.

Chicago Notes.

MR. JOHN M. FAIRFIELD, the father of our bicycling, has added another to the long list of Chicago inventions for the benefit of wheelmen. It consists of a new method of putting in spokes. A six-inch flange is made, shaped somewhat after the model of the Arab, being thin and straight in section, without recess or bulge. On the outer rim a lip is turned, through which the spokes pass. The wires are but-ended and squared, and run through the lip to the felloe, where they are met by and screwed into a hollow nipple headed in the felloe, the spoke at the felloe then having the same appearance as an Expert but-ended spoke. A ring is fitted under the lip of the flange, and setting against the squared but ends, prevents loosening of the spoke. There is great lamentation on the part of old Chicago club members at the movement to discard the gray uniform and substitute black. They have worn it now for about four years, and are naturally attached to it. But the gray was adopted in the days when wheeling in Chicago was confined to dusty roads and rough-and-tumble byways, necessitating a dress fit for the use it was put to. Now we ride on sprinkled boulevards and smooth blocked streets, free from dust, and our prominence on the thoroughfares renders it quite the thing to wear clothes gotten up with a view to dressy appearance as well as utility. There is perhaps no color that will give more service than

the dark gray, and one can be covered with dust and not know it. Besides, after a season's wear in the bright sunlight the color is still good. Black serge is favorably looked upon, the coat to be cut with turn-down collar. Mr. Conkling, whose splendid 61-inch Yale was smashed to pieces a few weeks ago by an express wagon, has had the machine fixed, and is on the racing path. That youngster, Vernon Calkins, has just received a 60-inch Harvard, and thinks he can ride it. Mr. Philbrick, well mounted on a 58, has ordered a 60-inch Harvard. Other members are selling out and buying bigger machines. One man sold a nickelled Harvard, used two months, for \$75. Mr. Parker, of the Chicago Bicycle Club, has just got married, and rides the bicycle no more. The runs of the Chicago Bicycle Club have diminished in size lately, but bettered in appearance. It is quite essential in affairs of this kind, where a dozen or more are gathered together, that some uniformity be observed as regards dress, to avoid being dubbed a motley crowd. As soon as the Chicago Bicycle Club is settled in convenient headquarters, the rule for members to appear in the club uniform on club runs will be enforced. Mr. T. B. Jeffery, our bicycle manufacturer, has just turned out a splendid job of repairs for Mr. Charles Kudner of Detroit. This gentleman's machine, a full-nickelled 56-inch D. H. F. Premier, was defective in the axle, and being fitted with Æolus bearings, as is usual with this bearing they burst, and the "hold-fast" cranks would get loose. Mr. Jeffery put in a new and strong axle, being very thick at the bearings where the greatest bending strain comes, similar in this respect to a car axle; a pair of gold-colored 5½-inch gun-metal flanges of exquisite model, and his splendid single-ball-bearings, similar in principle and appearance to the Rudge, but being more solid, handsomer, and with better finish. The "hold-fast" cranks were removed, and a pair of the corrugated Expert Columbia cranks fitted on. The spokes, originally fitting into 4¼-inch flanges, were made to adapt themselves to the larger diameter hubs without shortening, by screwing deeper into the gun metal. The elegance of workmanship on the hub, axle, and bearing is fully equal to chronometer work, and is unsurpassed by any English machine that we have yet seen.

STENO.

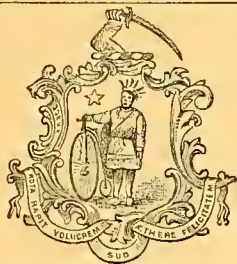
About Bearings.

EXAMINE any machine which is in use. Ten to one you will find some bearing part loose: the head, back-wheel, front-wheel, or pedal bearings. However well case-hardened and carefully adjusted these parts may be, the inevitable wear resulting from use will make itself known by looseness of the affected part. To do away with this looseness, all bearing parts are made adjustable. Now, any play in a bearing causes increased wear; for the parts strike with a force propor-

tional (other things being equal) to the amount of play. In the head especially does any unnecessary wear resulting from this cause give great annoyance. In time the upper centres of the head wear into an oval shape. When this has occurred, if you adjust the head so that no play can be felt when the wheels are in line, it will be impossible to turn the front wheel but a little before the head binds. To enable the wheel to turn easily, the head screw must be left loose.

In a ball-bearing back wheel the dust caps almost touch the axle, thereby leaving little space for the entrance of dust. Unless the bearing is tight there will be contact between the dust caps and the axle, and the efficiency of the balls will be destroyed, the weight not being carried by the balls but by the dust caps. If the bearings are not tight there is a loss of rigidity and consequently a loss of power. A bearing part when tight should have no perceptible shake, and yet turn freely.

G. F. M.



The Massachusetts Bicycle Club beat the Club Record, and ride One Hundred and Eighteen Miles in a Day.

THE Massachusetts Bicycle Club, on the 28th inst., made the longest all-day run which has ever been accomplished by any club in America, having ridden one hundred and eighteen miles and come in in good condition. The party consisted of First-Lieut. Henry W. Williams, Second-Lieut. W. R. Griffiths, A. J. Philbrick, and W. D. Wilmot, representing the club. No one of these gentlemen had trained in the slightest for the ride, and in fact, it was not decided upon until two days before. All, however, are road riders of experience, and are therefore always in fair condition. Two others of the club expected to go, but were prevented at the last moment.

The start was made at 4.52 A. M., and the party, accompanied as far as Medford by Mr. A. S. Parsons, the president of the club, and Mr. C. P. Shillaber, the captain, proceeded *via* Allston and North Cambridge to Medford, where a four-minute stop was made at 5.49, to leave lanterns, to be taken up on the return. On remounting, the party proceeded *via* Malden, East Saugus, and Wyoma village, to Peabody, which was reached at 7.17 A. M., distance 23 $\frac{7}{8}$ miles. After a thirteen-minute stop, the party proceeded *via* Danvers and Putnamville to Wenham, distance 32 $\frac{1}{8}$ miles from Boston, arriving at 8.30 A. M. Fifty minutes were spent at breakfast at Hobbs's,

and at 9.20 wheels were mounted for Ipswich, where a fifteen minutes stop was made. At 10.20 wheels were "crossed" for Newburyport, twelve miles distant, which was reached at 11.53, 50 $\frac{3}{4}$ miles from Boston.

From Boston to Newburyport the bicyclers had ridden constantly, directly in the teeth of a stiff northeast wind, amounting at times to almost a gale. Forty-five minutes were lost at Newburyport in repairing a broken pedal, but at 12.28 the wheelmen started on their return, trip, stopping at Newbury to be photographed by an itinerant artist, reaching Ipswich for dinner at about 2 o'clock. At 2.52 they remounted and rode back to Peabody without a halt, reaching there at 4.22. At 5.06 they started for Medford, arriving at 6.28, having accomplished the distance between Peabody and Medford at the rate of over eleven miles per hour.

The score now mounted up to 92 $\frac{7}{8}$ miles. After supping at the Medford House, the quartet started at 7.12 in a shower of rain, and having lighted their lanterns, proceeded *via* North Cambridge (where President Parsons was met), Allston, Brighton, the Reservoir (around which two circuits were made at speed), Newton Centre, "Great Sign Boards," West Newton, and by a slightly indirect route to the Mill Dam, where quite a delegation from the club was in waiting to escort them to the club-rooms, which were reached at 10.30 P. M., and where a collation was in readiness.

Among the pleasant incidents of the trip were a hot early breakfast, served at 4.30 A. M. by some of the lady friends of the club, one or two free offers of soda, etc., by friendly apothecaries, and a most enthusiastic reception by a large number of the members of the club, who were in waiting at the club headquarters. Not quite so pleasant an incident was a collision with a dog by one of the riders, resulting in more injury to the rider than the dog, — not, however, preventing his continuing the journey.

The wheels ridden were as follows: By Mr. Williams, a 52-inch Expert, fitted with *Æolus* ball pedals, long-distance saddle, and Ritchie Magnetic Cyclometer; by Mr. Griffiths, 60-inch Standard Columbia, extra spoked, and provided with "special" backbone, and Rintelman saddle; by Mr. Philbrick, 50-inch Special Columbia, with suspension saddle; by Mr. Wilmot, 54-inch Standard Columbia, with old style saddle; and Excelsior cyclometers. The cyclometers had each previously stood the test of over 2,000 miles of service, and tallied correctly with the known road distances. They also registered between Boston and Newburyport the same as had been registered before by two of the club who had taken exactly the same route two weeks previous. The last twenty miles were made without light from moon, stars, or lanterns, the last having promptly gone out. No one was either lame, saddle-sore, or chafed, and all felt capable of a

much longer pull, especially in better weather. Ten miles of the evening riding was in a rain-storm.

Following is a summary of time of arrival and departure: —

	Arrived.	Left.
Boston		4.52 A. M.
Medford... ..	5.49 A. M.	5.53 "
Peabody.	7.17 "	7.30 "
Wenham (b'kfst). .	8.30 "	9.20 "
Ipswich	10.05 "	10.20 "
Newburyport	11.53 "	12.28 P. M.
Ipswich (dinner)..	1.58 P. M.	2.52 "
Peabody	4.22 "	5.06 "
Medford (supper). .	6.28 "	7.12 "
Junc. Beacon street		
and Reservoir..	9.07 "	9.12 "
Boston	10.30 "	

One or two short stops were made in the Newtons, also a short one at Newbury to be photographed.

	Hours.	Min.
Entire time consumed.....	17	38
Time consumed in stops.....	4	57
Actual running time	12	41
Average distance per hour of running time	9 $\frac{1}{8}$ miles	(9.36)

The one hundred miles (which was the distance originally intended to be covered) was accomplished at some time between eight and nine o'clock. *

Canadian Wheelmen's Association.

THE wheelmen of Canada assembled by delegates, in response to an invitation from the Toronto Bicycle Club, at Toronto, Ont., 11 September, the following being present: H. S. Tibbs, Montreal; F. Westbrook, Brantford; Perry Doolittle, Aylmer; J. S. Brierley, St. Thomas; W. Payne, London; J. H. Eager, Hamilton; J. K. Johnston, St. Catharines; R. H. McBride, Toronto. President Boustead of the local club was invited to preside; and Mr. Tibbs of Montreal, being asked to express the views of Montreal wheelmen respecting the formation of a general organization of Canadian wheelmen, advocated an association similar to the Ohio League, but subordinate to the L. A. W. Mr. Brierley, seconded by Messrs. Doolittle and Payne, favored an Ontario provincial league, while Messrs. Eager, Westbrook, Johnston, and McBride favored a Canadian association; and on motion of the latter, the name "Canadian Wheelmen's Association" was adopted. A committee was appointed to draft a constitution and by-laws. At the St. Thomas meet a meeting of the association was held, and the following provisional board of officers chosen to act until the general meeting, 1 July, 1883: J. H. Boustead, Toronto, president; Dr. Chas. Clark, Aylmer, secretary and treasurer; and a committee of seven, — Messrs. Eager, Hamilton; Tibbs, Montreal; Donly, Simcoe; Brierley, St. Thomas; Keenleyside, London; P. Doolittle, Aylmer; and Westbrook, Brantford. A constitution and by-laws generally similar to those of the L. A. W. has been drafted.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

ALBANY BI. CLUB.—Additional: Fennimore B. Holdridge and Howard Wendell,—both of Albany, N. Y.

SCRANTON BI. CLUB.—Additional: Charles Arthur, M. D.; Frank Forrester and Frank B. Watts,—all of Scranton, Pa.

BOSTON RAMBLERS.—Additional: W. P. Haskell, 280 Devonshire street, Boston, Mass.; E. R. Beuson, 17 Hewes street, Cambridgeport, Mass.

MISSOURI BI. CLUB.—Additional: W. E. Henderson, 205 North 5th street, St. Louis, Mo.

NORWICH BI. CLUB.—Additional: Winthrop Turney, Norwich, Conn.

MARYLAND BI. CLUB.—Additional: E. Mickle, care of National Union Bank of Maryland; J. Naglee Clark, corner North and Baltimore streets; E. R. Jones, Camden Station; M. Forney Reese, 467 Eutaw Place,—all of Baltimore, Md.

UNATTACHED.—James J. Blatt, Sandy Lake, Pa.; Arthur C. Hills, Pleasantville, Venango County, Pa.; William Gurfery, Stoneboro', Pa.; E. C. Clark, Holyoke, Mass.

League Races.

Editor Bicycling World:—Would it not be a good plan to hold the L. A. W. races this fall at Philadelphia? On 26 October there will be a meet composed of wheelmen from New York, Baltimore, Washington, and we hope from Boston. There will also be visitors from rural districts surrounding Philadelphia. The races would thus be held under the most favorable circumstances. What say the racing committee L. A. W.?

H. B. HART.

PHILADELPHIA, 30 September, 1882.

The Boston Bicycle Club desires to tender to all members of the League visiting Boston to attend the meeting of the board of officers, the proposed League run and race meeting, the privileges of their club house, 53 Union Park.

J. S. DEAN, Sec.

Cycling Mems.

DEAR LONDON W.: Can you tell me what kind of tri. Belva Lockwood rides, and whether she wears a special dress?

HOMO.

MY DEAR "HOMO": I am not acquainted with Belva, else I should be pleased to give you the information sought. No doubt she would answer your query; or perhaps some of the Washington readers of the *WORLD* will enlighten you.

THE Boston *Sunday Budget* seems to draw a queer conclusion from Nixon's great ride. It says a tricycle can go from one end to the other of Great Britain in fourteen days, the distance from John o' Groat's, Scotland, to Land's End, Cornwall, being but 995 miles.

While every one has been enthusiastic about this ride, and marvelled at the endurance, speed, and pluck of the rider as well as the capabilities of the tricycle, the *Budget* calmly considers it as an accurate road measure, and seems surprised to find the distance so small.

NEVER mind, Brother Hovey, we will get you educated after a while, and teach you to appreciate a good performance.

It is reported that the president of a Kentucky turnpike has announced in a published advertisement that he will "prosecute as public nuisances" all parties riding on bicycles on his turnpike, because they "endanger the lives of those travelling in vehicles on said road."

Is the average American so ignorant and prejudiced that he cannot or will not learn that the bicycle has just as much right on a public highway as any vehicle, or is it that turnpike presidents and road and park commissioners are particularly narrow-minded? It is certainly true that the latter are constantly acting contrary to well-settled laws.

If the above report is true, here is a chance for the League to make a test case, and keep its promise to members when it says that "the best legal knowledge will be at the command of any member whose rights are threatened."

NOTHING illustrates better how times have changed than a perusal of back numbers of the *WORLD*. A year ago the walking encyclopædia of bicyclic information expressed the opinion that the rear steerer was the best form of trike, and now all the authorities unite in the opinion that for safety and capability the front steerer is the best.

It was proven in the recent fifty-mile road championship race that a rear steerer cannot descend hills at speed with safety. In fact, one of the riders of a rear steerer had a narrow escape from a severe accident when descending a hill, and another actually came to grief, being pitched into a ditch.

ONE of the superiorities of a trike over a bike is its comfort and safety in flying hills; but if we use a rear steerer, even this advantage is taken away.

THE only Humber trike yet brought to this country has been seen in Boston during the past week. I should imagine that the steering would be very difficult on a rough or rutty road. The leverage of the handle bar is not equal to that of the wheels, being shorter than the axle.

Now, riders of the bike know what power is required on a rutty road, where the resistance is only about two inches, with a leverage of a 28-inch handle bar. On the Humber tricycle, the distance between the wheels is about thirty-six inches, while the handle bar, I should judge, is about thirty inches.

THE rider is well placed over his work for power, and can assist in the steering by the pedals, as on a bicycle. It cannot be ridden by a lady, which is of course an objection.

CONSIDERABLE may be learned in regard to gearing up and gearing down from the tricycle race.

The winning machines were all small wheels geared up, and from all accounts, their riders experienced no difficulty in ascending hills.

LOWNDES, the winner, rode a Coventry Rotary, with 40-inch driving wheels geared up to 56, and Marriott rode a 42-inch Humber geared up to 57.

THE way Lowndes used up his pace-maker, who accompanied him on a bike, affords food for reflection to carping bikers.

I AM very glad to see evidences of renewed life in the League, and sincerely hope the results will be satisfactory to those who are working to reclaim it from the dead.

Two well-known and enthusiastic bicyclers are anxious to dispose of their machines in order to obtain the wherewithal to purchase trikes. Straws show which way the wind blows.

"METEOR" is a good fellow, but if he continues to be a journalist, he will have to get some one to go to heaven and put through an amendment to the eighth commandment before he can get in. St. Peter does not recognize press passes.

It will be remembered that "Steno," whose Chicago letters are so interesting, ventured the opinion that a 17-inch rear wheel was to be preferred to one of eighteen inches. This is the way the *Cyclist* looks at it, and therein expresses the opinion of most riders who read "Steno's" letter: "The Chicago riders are smart men if they can 'appreciate' a difference in an 18-inch and a 17-inch hind wheel." Now, "Steno"!

LONDON W.

CURRENTE CALAMO

A HASTINGS (Minn.) correspondent says the bicycling fever is growing in that section.

C. L. FRYE of Marlboro' declines the office of League representative to which he was elected.

ABOUT a dozen members of the Boston Bicycle Club made the run to Cobb's Tavern Sunday to dinner.

W. J. UNDERWOOD of the Boston Bicycle Club is in the City Hospital, seriously ill with typhoid fever.

THE Humber tricycle, imported for Carter of Newton, is at the rooms of the Pope Manufacturing Company.

THE Boston Ramblers have been taking advantage of the fine weather this week to indulge in concerted runs.

SEVEN members of the Newton Bicycle Club took a moonlight spin to Wellesley and supped at the Elm Park Hotel.

A GRAND bicycle tournament for amateur and professional events is booked for Saturday, 14 October, at Beacon Park.

W. B. EVERETT of the Boston Bicycle Club has been appointed League consul for Boston. His address is 338 Washington street.

THE annual fall meeting of the L. A. W. officers will be held in Boston, at Hotel Vendome, Friday, 13 October, at ten o'clock A. M.

BRUSH HILL has been recently covered with loose gravel, and bicyclers should be exceedingly careful in descending this steep hill at present.

LEWIS T. FRYE was in our office during the week, and formally announced his intention to race for the retention of the League mile championship, and is in training for that event.

V. C. PLACE, the American fast rider, will soon be mounted on a 57-inch Yale racer with light roadster rim; a mount on which we expect him to make a better showing than he has yet done.

CAPT. E. C. HODGES of the Boston Bicycle Club, in company with bears, caribous, Farrington the granger, snakes, guides, and other things, is wandering somewhere in the Maine wilderness.

PRESIDENT GARVEY of the Missouri Bicycle Club has recently acquired, by purchase, an elephant, — in the shape of Mendacious Albin's big eight-foot bicycle! Now, "what will he do with it?"

PRESIDENT PHILBRICK and Capt. Hazlett of the Rockingham Bicycle Club took a 28-mile voyage from Portsmouth to Dover and return Sunday, on marine bicycles, the up trip being against wind and tide.

A TYPOGRAPHICAL error last week made us give Frank Moore the *sixteen*-mile American record, when it should have read *ten*-mile; Moore not having competed in any longer distance race here than ten miles.

A. O. DOWNS of Riverhead, L. I., writes: "Six bicycles have come into this township since April. Three of our wheelmen made the trip *via* Greenport to Southampton and return (eighty miles), 4 and 5 September."

THE plate of the "long-distance saddle" is made too light to sustain the rider's weight. It meets the sagging of the leather half-way. We have had this experience with two of them, and our weight is only about 38 pounds.

THE *Cyclist* says Frank Weston was recently bicycling in company with Mr.

and Mrs. Smith of the Surrey Machinists' Company of London, who were on a Salvo Sociable, and had all he could do to keep them from leaving him behind.

CHIEF CONSUL FRED. S. PRATT is arranging to have a grand two-days' run for League members, immediately after and incidental to the L. A. W. officers' meeting next week; so all who wish to join in a "Wheel around the Hub" should be getting their bicycles ready.

MANAGERS of agricultural fairs and trotting courses realize the financial value of bicycling attractions, and in many cases furnish railroad transportation for men and wheels participating, and sometimes pay the hotel bills, as well as contributing liberally for prizes.

DR. CRESSWELL, of Birmingham, writing on the subject of rupture in the *London Lancet*, says there is no action required in either riding, mounting, or dismounting likely to cause hernia, and that if himself ruptured he would not hesitate to continue riding the bicycle.

AN Australian paper says that a man recently entered the back room of a public-house, and seeing a bicycle, took a hay-band, and fastening one end about his neck and the other to the head of the machine, strangled himself to death by grasping the forks and straining the rope.

M. J. LOWNDES, the winner of the fifty-mile tricycle road championship, has challenged any one in the world to ride a tricycle from one to fifty miles for a prize valued at £10, and offers to wager from £25 to £100 on the result. Con.: How near does this bring him to the professional status?

A HANDSOME, neatly printed little monthly paper of eight pages, called *The Bicycle*, published in Hamilton, Ont., and edited by W. C. Nichol, has just made its appearance. We would advise a change of name, however, as a wheel paper published in Melbourne already has the same title.

COBB'S TAVERN at Sharon, Mass., just over the line from South Canton, has been appointed a L. A. W. hotel by Representative C. L. Clark. Easy accommodations for parties of twenty, or by doubling up, nearly twice that number can be provided with lodgings. Excellent meals at fifty cents, and lodgings at the same price.

THE Massachusetts Club centenarians, on arriving at Newton on their return journey Thursday evening, held a consultation as to whether the trip should not be extended until 130 miles were covered, each declaring his ability to do it with ease; but the fact that a large number of the club were waiting at headquarters by appointment to receive them decided them to finish as they did.

NIXON's wonderful tricycle ride from one end to the other of Great Britain inside of fourteen days awakened much comment in the English press, and has done much to enlighten the public to the

practicability of bicycling and tricycling, as well as to create a more appreciative estimate of their value as means of locomotion. Nixon spoke highly of his machine, a Premier, which stood the strain over the roughest roads admirably, and at the end was in first-rate order.

THE *Cyclist* editor, who has been riding a tricycle for several months past in admiration of its comforts and capacities, and in the *Cyclist* has devoted more space to the eulogizing of the three-wheeler than of the bicycle, recently, just for a change, took out his forsaken 54-inch tandem, and now writes ecstatically of the pleasure and exhilaration derived from the higher speed obtained and advantages utilized, and many minor gains of biking over triking, and expresses the hope that he shall long continue faithful to his first love.

WILL ROSE writes from Central City, Neb., 25 September: — You may tell the boys of the wheel that I have reached this point on my journey from Danville, Ill., to San Francisco, Cal., and am in good health and spirits. Have found considerable sand in this part of the State, and lots of sand bars. I start from here to-day on across Nebraska. Expect to reach Cheyenne City, Wyoming, by next Saturday night. It is getting thinly populated in this part of the country, and lonesome work for one wheelman.

THE *Daily Gazette* of Colorado Springs chronicles the arrival of Dr. Coleman and the Rochester riders in the former place 25th ult., and states that the ordinances prohibit bicycle riding in the thoroughfares. A gentleman there, accustomed to riding, made a trial of Dr. Coleman's machine on the public street, and was arrested by the city marshal, and was to appear before the police justice the next morning. What sort of lawyers have they in Colorado Springs that such an illegal ordinance was allowed to pass unchallenged?

THE whole city of Chicago turned out to welcome home the Hon. Carter H. Harrison, the popular mayor, on his return from Europe. He has been an especial friend to the bicyclers in Chicago, evincing by word and action that bicycling was held in high estimation by him, and this has inspired a general respect for the wheel on the part of the people of that city. The great reception was on Wednesday evening of last week, and on the following Saturday evening the wheelmen of the city, to the number of forty, formed down-town, and with two calcium lights, so arranged as to show up the unique procession to advantage, wheeled up Washington Boulevard to the mayor's house, — the Owl Wheeling Club, the Aeriels, Hermes, and a few unattached, and headed by the Chicago Club. Commander T. S. Miller delivered the welcoming address, which was responded to by the mayor in his usual jolly strain, when all adjourned to the inside for refreshments and further talk.

THE New Haven Bicycle Club held their third annual fall races on Wednesday at Hamilton Park.

MISCELLANEOUS.

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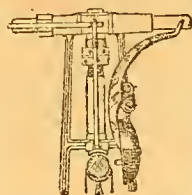
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CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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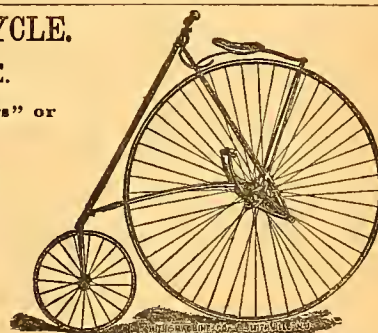
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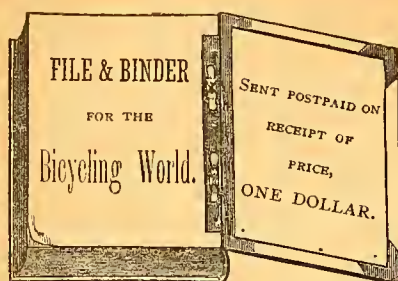
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