

# Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

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

BOSTON, 31 MARCH, 1882.

Volume IV.  
Number 21.

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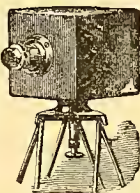
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(Concluded from page 247.)

propulsion of the wheel; with absolute noiseless motion, before whose movements our machines seemed in comparison like unto that of the cow to the swan. It was speedily bought by an Illinoisan, who bore it away with him to the centre of the State, and used it in country-road service. Upon this machine were tried the initial experiments of the ratchet principle of propulsion, from which the Star bicycle has developed. The Bown bicycle, a 54-inch, was cut down to a 48-inch size for the club secretary. In the change, however, it was spoiled, and sold to a party out in Iowa. Its bearings were the principal good feature,—the *Æolus*. The *Humber*, 56-inch, was a glorious specimen. Possessing the same lightness, it failed to have the long centre of the *Premier*. The idea of its bearings being part of the fork, without the usual joint, was good. It was borne off by a professional racer and used on the track, and is now owned in New York City. Its cranks, keyed on, always had the happy faculty of coming off just as its rider was going to lose a race. Then came a 4c-lb. hollow-fork *Excelsior*, or *Harvard*, 50-inch, seventy locknutt spokes, fine almost as piano wire, in  $4\frac{1}{2}$ -inch hubs. If there ever was a machine possessing the very spirit of rapid motion and rigidity, this was the one; strange, too, as the wheel could not be run five miles without the spokes getting loose. The unrigid backbone bent sidewise, twisted, and

spread. Upon it our club racer, with a few months' experience, made extraordinarily good time in races. Upon this machine developed a theory that a bicycle need not depend on its wheel for rigidity, relying alone upon the forks, bearings, and centre. It was sent back to Boston, after a few months' use, as incorrigible. Then came the *Tangent*, and went as quickly. The slender curving rear fork broke the first thing. Then the *Stanley* head broke off. It rattled and pounded itself all to pieces. The new *Standard Columbias* were a success at first, but our wood pavements soon shook their machine-fitted joints loose. The tires, perhaps, were too small. The V-shape fellows were still the same, and the alcohol lamp and cement were always in use. To go out on a long journey without a pocketful of strings to tie up a loose tire would be tempting fate. The spokes, finer and more of them than before, would come loose occasionally; the same old cone bearings, and consequent flow of grease and rattling. Solid and substantial in the highest degree, they will last forever. The *Special Columbia*, broad-gauge in the hub, came and got a bad reputation. The centre, like the *Humber*, was too short for us. The small pipe-stem fellow would dent and jam. The bearings would get loose and could not be tightened. The handle bar would get loose; likewise spokes. The nipples of both *Standard* and *Special* would break off. Many of these defects were subsequently corrected, however; but the D. H. F. *Premier* roadsters, built especially for our wheeling, came upon the scene. Their tires were full inch on U fellows; seventy direct spokes; solid hand-fitted joints, and no amount of abuse could make them rattle. Perfect in outline, finish, and construction, they became the favorite right away, and have held the position ever since. But the *Premier*, with all its perfection, has its weak points. The axle is too weak. There is scarcely a straight *Premier* axle in the town. The neck spindles used to be too weak; but a stronger spindle is now attached, and the old ones are made strong by brazing on a steel cap or ring over the end of the spindle. Occasionally the double follow fork breaks. Of the D. H. F. *Premiers* in our town, one fork has broken off at the bearing, and the brazing of one of the tubes to the upper bridge has loosened. These are the only breaks we have had. The *Harvard* has been represented by only one machine,—a 54-inch, all-bright, ball bearings to both wheels. No easier running machine was ever made, but it seemed to shake to pieces all over. Its treatment was harsh and unfavorable, however, and it was perhaps unfortunate that it made its appearance when it did. Perhaps the *Harvard* will come again some day and receive a better welcome. A 39-pound solid-fork *Stanley* used to be a marvel for strength. Subject to the worst abuse a machine could have, it bore up splendidly and never broke or rattled;

but it was like a feather bed,—it would give all over, and much wasted muscle was expended on that machine, which a little rigidity could have saved. The *Royal*, conspicuous for its 16-inch back wheel, attracted much attention for its fine outline, but the centre was too short and the bearing was a continual source of annoyance. The *Success* deserves its name, and bids fair to run long and well; but it has the short centre usual to the *Stanley* head. The *Club* is much admired, and is in every way satisfactory, with exception of the short centre. The *British Challenge* is another fine machine, comparatively faultless, combining a long centre with the *Stanley* head, thereby enabling those who prefer this style of head to have the same without the annoyance of too short a centre. The ball bearings in use during the past year, which have been watched closely, are the *Premier* double adjustable ball, the *Harvard* double-ball, the *Æolus*, *Columbia*, and *Rudge* single-ball. Of the former, only one has proved defective or other than satisfactory. The *Harvard* is not quite adjustable or dust-proof enough; but it is a very easy running bearing, and from what we have seen of it, it is as good as the *Humber*. The *Æolus* is dust-proof, durable, and easy, but too weak in the metal of its case. The *Rudge* is perfection,—easy, simple, durable, and rigid. The *Columbia* bearing is as good as the *Rudge*, with the exception that its adjustment is not so simple and the balls run on cones; but that is a matter of taste. The *British Challenge* and *Club* bearings excite the admiration of the heavy-weights. Our standard schedules of what makes up a perfect bicycle will probably be somewhat changed in the introduction and daily use of all the prominent machines. Our bicycling facilities are to be tripled in the opening to the use of bicyclers all boulevards and parks hitherto withheld from our use; and this time a year hence we will be better educated in the art of wheelmanship. STENO.

CHICAGO, December, 1881.

**STONEHAM BI. CLUB.**—At a meeting of the Stoneham Bicycle Club, the following preamble and resolution were unanimously adopted:—

*Whereas*, In view of the loss we have sustained by the decease of our friend and associate, William K. Barrett, and of the still heavier loss sustained by those who were nearest and dearest to him, therefore be it *Resolved*, That it is but a just tribute to the memory of the departed to say, that in regretting his removal from our midst, we mourn for one who was in every way worthy of our respect and regard; *Resolved*, That we sincerely condole with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy; *Resolved*, That this heartfelt testimonial of our sympathy and sorrow be forwarded to the mother of our departed friend by the secretary of this meeting, and also to be published in the *Stoneham Independent* and *BICYCLING WORLD*.

S. C. BATCHOLDER,  
GEO. A. OSGOOD,  
CHARLES POOR,  
Committee.

STONEHAM, 13 March, 1882.



# 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.

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

## 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, 31 MARCH, 1882.

## LOCAL PARADES.

It has been the custom with many clubs for several years past to hold annual meets for parade and racing, and generally invitations to attend and participate have been extended to clubs and unattached wheelmen in neighboring cities and towns. These gatherings have hitherto been very generally approved, and those participating have much enjoyed the occasions; but now we frequently hear objections raised against these small meets, as being no longer useful in awakening interest in the sport, but, on the contrary, only tending to belittle it by boyish display of what is no longer a novelty, nor a demonstration of the utility of the bicycle as a practical road vehicle. To some slight extent these objections may be valid; as, for

instance, in those localities like Boston and Washington, where by reason of excellent road conditions the wheels have become a common sight, and attract no more attention from non-riders than an exceptionally fine horse. Individually, these objectors are either enthusiastic racing men or zealous tourists, who look with contempt upon such simple shows as attract the multitude; yet the latter are more pleased and more impressed by these displays of numbers than by the contests of a few on the race-track, while the accomplishments of the tourist are at best known only to readers of bicycling literature, in the event of the rider taking the trouble to publish them. While, no doubt, increase in the number of racing men and improvement in the direction of lessening the time records of the path are legitimate methods in awakening public interest, and judicious touring and extended club runs demonstrate to the rural districts and summer resorts the practical utility of the bicycle, yet we opine that frequent general gatherings are quite as effectual in their way, and contribute more than anything else to popularize wheeling in the localities where they are held; and more especially if they are managed with skill, and the clubs evince discipline, and all riders are becomingly attired. The bicycle, if no longer a novelty, is still an attraction in many localities; and a well-conducted parade, even by the local club only, always wins hearty and admiring applause from the spectators, and leaves a favorable impression on them and the wheelmen alike. Indeed, we think if the suburban clubs in this vicinity would occasionally parade in bodies through the streets of their own towns, instead of always gathering on the outskirts for a run out, it would result in a more marked and tangible increase in practical public interest in bicycling.

## L. A. W. Officers' Spring Meeting.

PURSUANT to call, the annual spring meeting of the League officers and directors was held Monday, 27 March, 1882, at the Metropolitan Hotel, New York City. The meeting was called to order shortly before eleven o'clock A. M., by President Pratt; besides whom there were present Corresponding Secretary Putnam, Treasurer Wistar, Directors Smilie and Johnson of New Jersey, Hodges and Pratt of Massachusetts, Gullen of New York, and Marsden of Connecticut. In the absence of Recording Secretary Clark, Director F. S. Pratt of

Massachusetts was elected secretary *pro tem*. The records of the October meeting were read and approved. The treasurer submitted his report for the financial year as follows: Receipts, \$2,997.41; expenditures, \$1,688.62; balance, \$408.79. The resignation of C. K. Munroe as commander was received and accepted. Corresponding Secretary Putnam, for committee on memberships, submitted his report for the year as follows: Number reported at the October meeting, 2,103; applications received since make the number 2,348, from which must be deducted 681 dropped for non-renewal, leaving a present membership of 1667. Mr. Putnam also stated that Mr. Pitman's application for membership had been considered, and the committee had decided to reject his application, and his fee had in consequence been returned to him. The protest of W. A. Smith in regard to his application was still under consideration. The application of Fred. S. Clark, of Worcester, and the protest of the Æolus Club of that city, had also received due attention, and the committee had decided that the objections of the Æolus Club were not sufficiently valid to warrant the rejection of Mr. Clark's application, and he has accordingly been elected; and the committee's action was approved by the board of officers.

Director Hodges brought up the case of A. L. Atkins of the Massachusetts Club, alleged to have violated the rule relating to amateurs by teaching the art of bicycling for compensation. He explained that there were extenuating circumstances, in that Mr. Atkins was employed at the establishment as a salesman, and that the teaching was only incidental to his general connection with the establishment of the Pope Manufacturing Company, and that he did not suppose that he was forfeiting his amateurship thereby. Nevertheless, Mr. Hodges believed that the League should establish a precedent; and as it was clear that Mr. Atkins had violated the rule, he wished the League to take positive action in this case, in order that no future violation shall occur with impunity. He would willingly vote to reinstate the gentleman as a matter of leniency, but he must insist that the League shall assert the inviolability of its rules first.

Considerable further debate ensued, and President Pratt took the floor to explain more fully Mr. Atkins's position. He said that the latter was employed and paid as a salesman, and is still continued in that capacity. Last winter the teacher at Popes' riding school left, and Mr. Atkins was requested to temporarily officiate as instructor to their customers. He demurred on the ground of possibly forfeiting his amateurship, but was assured by Mr. E. W. Pope that he did not think he would be affected by it, as it was only a temporary matter, and in the line of general service about the business of the concern. He accordingly complied and taught about six weeks, when



the position was filled by another. He, Mr. Pratt, admitted that this case was on the ragged edge of the line, and he would not attempt to argue it, but would leave the board to decide.

Mr. Hodges said he wanted the ragged edge more strictly defined, and he asked Mr. Pratt if Mr. Atkins had not taught bicycle riding, and received compensation therefor; and Mr. Pratt admitting that he had, Mr. Hodges claimed that he had violated the rules, and moved that his name be stricken from the roll of League membership. Carried by a vote of 4 to 3.

Mr. Johnson asked if it would be in order now to move to reinstate the gentleman.

Mr. Hodges stated that now the board sustained his legal point, he should favor the reinstatement of Mr. Atkins.

The matter was referred to the committee on membership, who subsequently reported that in view of the facts as presented, they thought the League could afford to be lenient in this case, and therefore recommended the reinstatement of Mr. Atkins, and that the ground of their action be published in the BICYCLING WORLD. The report was accepted, and the recommendation unanimously adopted.

Director Marsden, for the committee on rights and privileges, said the committee had no special report to make at this time.

Mr. Hodges, for committee on rules and regulations, said he had been in correspondence with Director Lamson, about the new League badge, and submitted a partial proposition from the latter, with some explanation of the cost of different grades. He then reported the following recommendation: "That Mr. Lamson assign the right to the League to make the silver badges to members only without royalty; Lamson to retain the exclusive right to make and sell small gold and silver badges." Report accepted.

The vote whereby at the October meeting A. H. Llewellyn Winter was appointed a director for England was rescinded. The president stated that Mr. Henry Sturmev and Mr. Ernest R. Shipton had been recommended as L. A. W. directors for Great Britain; and on motion of Mr. Gullen of Brooklyn, they were appointed.

Director Johnson of New Jersey, for the committee on race rules, presented the following report:—

"The racing committee beg leave to report that they have found it impossible to convene for purposes of business, but that considerable correspondence has passed between them; that several letters of inquiry from League members have been referred to the committee by the corresponding secretary, and opinions and decisions given. It has been found impracticable to submit to this meeting a set of racing rules such as should be adopted by the League, and in order to further this needed proj-

ect, your committee would recommend that a permanent racing committee be appointed, so situated as to render frequent meetings possible, and would suggest Boston as the most suitable place, the great majority of races occurring at or near that city. The committee considers that an early amicable agreement between the National Athletic Association and the League is of vital importance to the racing interests of the latter body, and would report that they have found the governing board of the association willing to meet the League upon just and even terms, making some concessions on their part, and expecting others in return. Your committee would therefore suggest that the permanent committee be instructed to confer with the association board, with a view to the arrangement. Your committee respectfully ask to be discharged, regretting their inability to do further work.

"C. WHYTE, Maryland.

A. ELY, JR., Ohio.

L. H. JOHNSON, New Jersey."

After considerable debate and several motions, it was finally voted that a racing board of three be appointed, each member having power to select an associate, and two members being sufficient to constitute a quorum for business. Messrs. Whyte, Johnson, and Hodges were appointed.

In the absence of Director Hazlett, chairman, Director Hodges reported for the committee on consuls as follows:—

"We have prepared and printed, ready for distribution, a circular letter of instructions to directors and consuls, with sample and blank route slips, which will be sent to consuls by the corresponding secretary. We also have in process a hotel certificate, which will be ready in a few days, and are arranging for obtaining uniform railroad rates for the transportation of bicycles.

"C. A. HAZLETT.

E. C. HODGES.

E. J. WARING."

The question of locality for the second Annual League Meet came up, and the corresponding secretary read communications from about seventeen absent directors, nearly all of whom expressed a preference for Chicago. The members of the board present debated the subject, and generally inclined towards Chicago, although Messrs. Hodges, Johnson, and Marsden favored a more easterly location; the latter stating that he and New Haven wheelmen generally preferred Washington, while the former gentlemen advocated some point midway, as Detroit or Buffalo. A direct motion that it be held in Chicago was carried by a vote of 6 to 2. On motion of Mr. Hodges, the vote was then made unanimous.

The resignation of C. K. Munroe of his office as commander was received and accepted, and Mr. E. C. Hodges was elected. The latter, however, positively declined serving, on the ground that he desired to attend the League for

pleasure, and did not wish to be hampered with the responsibilities of official position. His declination being finally accepted, Director S. A. Marsden of Connecticut was elected to serve the balance of the year.

D. R. Craig of Keokuk and H. M. Treadway of Dubuque were appointed and confirmed directors for Iowa. Alfred Trego was appointed a director for Maryland, in place of J. L. Tomlinson of Baltimore, resigned. The resignations of Director Fairfield of Maine and Director Ely of Ohio were accepted, and F. T. Sholes of Cleveland was appointed for Ohio in place of the latter.

A communication was received from Recording Secretary Clark advocating a bicycle exhibition under L. A. W. auspices, something after the style of the Stanley show in England; but the board did not deem it advisable to take any action at present.

Director Smillie moved that his proposed revision of the constitution and rules of the League be recommended to the annual convention for adoption.

A general debate on rules, methods, etc., ensued; but on motion of Mr. Putnam, it was voted to appoint the president and four others a committee to consider Mr. Smillie's amendments, and report and recommend such changes as they may deem advisable at the next meeting of the board. The president appointed with him Directors Hodges, Smillie, Putnam, and Pratt.

## 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.]*

5 April. Boston Bicycle Club; regular monthly meeting.

6 April. Boston Bicycle Club run. Rendezvous at club-house at ten o'clock, A. M.

6 April. Annual meeting of the Troy Bicycle Club.

6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

13 April. Rochester Bicycle Club exhibition at City Hall, Rochester, in aid of the "Female Charitable Society."

13 April. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

### Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

MANCHESTER BI. CLUB.—The wheelmen of Manchester, N. H., organized a



club 22 March, with a membership of ten, and the following board of officers: President, J. E. Currier; secretary and treasurer, C. H. Wilkins; captain, C. D. Palmer; lieutenant, E. M. Brooks. The books remain open for one week to enrol charter members. The members practise in city hall daily until the streets are in good condition. The regular meeting will be held the first Thursday in each month.

C. H. WILKINS, *Sec.*

MANCHESTER, N. H., 23 March, 1882.

**BRANCH MISSOURI BI. CLUB.**—This club, comprising twelve members, has organized with the following officers and members: Captain, C. F. A. Beckers; assistant captain, W. E. Brown; bugler, J. G. Knowlton; president W. A. McPherson; secretary and treasurer, T. K. Brant; E. Peters, H. Hersey, F. W. Billings, A. Cole, L. H. Taylor, W. L. Drummond, F. W. Anderson. The club uniform is brown helmet and gray shirt, brown knee-breeches, and blue stockings. The club runs every Wednesday afternoon. Meetings every Friday night.

**ARIEL BI. CLUB.**—*Editor Bicycling World:*—A number of riders met on the evening of the 26th inst., and organized a club to be known by the name of the Ariel Bicycle Club, of Pittsburg, Pa. The following officers were elected: Will Duncan, president; Wm. A. Anderson, secretary and treasurer. We have ten members to start with, and expect to have a good club. As the riding season is approaching, we have no doubt whatever of increasing our membership to thrice its present number. I will forward to you all events of note in bicycling in this city.

WM. A. ANDERSON,  
*Sec. Ariel Bicycle Club, 44 Liberty street.*  
PITTSBURG, PA., 25 March, 1882.

**SPARTA BI. CLUB.**—At a meeting of the bicyclers of this city held on the 22d inst. a club was formed, and the following named officers were elected for one year: President, Reed D. Smith; vice-president, E. A. Steere; captain, E. N. May; secretary and treasurer, E. W. Harvey; executive committee, E. A. Steere, Ed. Simpson, and E. L. Canfield.

E. W. HARVEY, *Sec.*

SPARTA, WIS., 27 March, 1882.

The Hermes Bicycle Club has been formed in Chicago, with ten numbers.

At a recent meeting of the Keystone Bicycle Club, of Pittsburg, a vote to express preference for location of the League Meet resulted as follows: Chicago, 7; Washington, 3; Philadelphia, 2. Four or five of the members will attend irrespective of choice.

## RACES

**CHICAGO CLUB RACES.**—The members and friends of the Chicago Bicycle

Club, numbering about 150, passed a pleasant time in the Exposition building Saturday afternoon, 18 March. The programme embraced a mile race by Conkling to beat the best previous amateur time, and he got through in 3.15, but failed in his object. Brown rode a mile in 3.37, and Capt. Miller in 3.15, all with the same view. Conkling now rode two miles without touching the handle bar of the machine. One mile was made in the unparalleled amateur time of 3.30, and the entire distance in 7.15. Messrs. J. M. Fairfield and Dr. Pruyn rode a two-mile race; Fairfield's time being 8.15, and Pruyn's 8. A club drill on the wheel followed, and closed the day's programme. Mr. J. O. Blake has been appointed official time-keeper for the Chicago Club. The quarters at the Natatorium, corner Michigan avenue and Jackson street, have been abandoned, and the Chicago Exposition building is being prepared for the coming May festival; and the track hitherto used for the Chicago Bicycle Club races will also have to be abandoned for a while. Therefore, the 25-mile championship race which was to come off in April will be run to-morrow (Saturday) afternoon, 25 March. Considerable interest is manifested in the result, as the entries to date—Messrs. Miller, Conkling, Ayers, Brown, Blanchard, and Calkins—are known to be in good condition, having an eye to win.

**NEW YORK, 25 MARCH, 1882.**—A three-mile bicycle race occurred in connection with the athletic games of the Seventh Regiment, in their armory, on Saturday evening, 25 March, open to members of the regiment. About three thousand people, including many ladies, were present. The race was run in heats. The first was contested by J. N. Stearns, Jr., A. W. Booth, and A. Le Duc, all riding Special Columbias. Booth's pedal got loose and he retired on first lap, and Stearns won in 13m. In the second heat, F. E. Davidson (Special), C. P. Wurts (Special), G. A. Worth (Harvard), and F. C. Thomas (Pacer), contested. Wurts fouled Thomas, claim allowed, and Davidson won in 11m. 30s. Stearns, Davidson, Le Duc, and Worth competed in the final heat, which was easily won by Stearns in 10m. 18½s. His first and second miles were made in 3.27 and 6.54½ respectively. Davidson was second in 10.45½.

### Massachusetts Bicycle Club.

194 COLUMBUS AVENUE, BOSTON, MASS.

The racing committee of the Massachusetts Bicycle Club respectfully announce that during the year 1882 the club will hold three series of races:—

**First.**—A series of seven five-mile races for the championship of the club. The first race in this series will probably be held 22 April, and the others will follow at intervals of about one month (none, however, to occur in August). The rider winning the greatest number of these races shall win the title of champion of the Massachusetts Bicycle Club, which title he shall hold for one year. A silver cup is also offered for this series of races; this cup shall be held by the successive winners, and one month from the time of the last race it shall become the property of the winner of the championship.

**Second.**—A series of seven two-mile races. The first race of this series will be contested at 3 P. M., 8 April, 1882, in the Institute Fair building, and the remaining

six will alternate with the club championship races, at intervals of about one month, but none to occur in August.

**Third.**—A series of seven one-mile races to be contested on the same days as the two-mile races.

Appropriate gold medals are offered for the second and third series; these medals shall be held temporarily by the successive winners, and one month from the time of the last race shall become the property of the rider who makes the best averaged time in any three of the races in which he may start, in the series for which the medals are respectively designed.

**Rules and regulations.**—1. Any or all these races are open to all members of the Massachusetts Bicycle Club. 2. The prizes will be awarded as indicated above. 3. Entries for any race will be received by any member of the racing committee until nine o'clock on the evening before the race. 4. All starts will be made from a standstill, and the machines are to be held in position until a pistol is discharged by the starter; the discharge of the pistol shall be preceded by the words, "Are you ready?" A bell will be rung at the commencement of the last laps. 5. Riders must pass on the outside (unless the man passed be dismounted), and must be a clear length of the bicycle ahead before taking the inside; the inside man must allow room to pass on the outside. 6. Competitors may dismount during a race at their pleasure and may run with their bicycles if they wish to; but they must keep to the extreme outside of the track whenever dismounted. 7. The races in the second and third series will be run in trial heats if there are more than four starters, otherwise best two in three. 8. Any case of tie will be run off on some day appointed by the committee. 9. The committee will appoint three judges for each race, to whom any protest respecting foul riding or breach of rules must be made immediately after the heat is finished. 10. The decision of the judges shall in all cases be final.

C. P. SHILLABER, *Captain,*

A. D. C. LAFLIN,

A. W. BLISS,

*Racing Committee.*

BOSTON, 21 March, 1882.

KEEN AND HOWELL have agreed to run for the mile championship of England and £25 a side, two matches, one in the London District and one in the country. Keen has chosen Su biton grounds, and Howell. Leicester; and the dates fixed are Monday, April 24, at Surbiton, and Monday, May 1, at Leicester. Howell at present holds the champion's title.

## 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.]

### Milwaukee Mites.

*Editor Bicycling World:*—With the exception of a few sunshiny, pleasant days in the early part of the present month, the weather has been anything but like: ethereal springs. As a natural concomitant, our local wheelmen have felt correspondingly dull and depressed until the club meeting was held at Harry Haskins's office, on Thursday evening, 17 March, when the jovial "Lightning King" found a two-gallon water pitcher, sallied forth in the cold, cold night, and wended his way to a convenient lager-beer saloon, where he had the affable Teuton fill the aforesaid W. P. full of foaming, glistening, effervescent fluid, Bohemian brew from Best's brewery. Noble youth! with a lavish hand did he dispense the welcome lager to the twenty thirsty souls. Problem: How many glasses in two gallons, and how many quarts did the boozy bugler tuck away in his ample bosom? Howard swears by the great horned spoon that he will ride a 61-inch wheel,



and thereby overlap the "Scribe's" 60-inch D. H. F., if he has to use a razor; but if he does commit so rash an act, the "Scribe" intends to ride a 62-inch if he be compelled to have an extra inch of cork sole affixed to his shoes. But what has this to do with the club meeting and the L. A. W. Meet? The meeting was held for the purpose of collecting unpaid dues, and nominating officers. Brother wheelmen, take notice of the excellent business element which imbues the club with financial strategy: business first and pleasure afterwards. After long balloting, the following nominations were read by Secretary Jones: President, A. C. Jones; vice-president, Harry C. Haskins; secretary, A. S. Hibbard; treasurer, F. G. Stark. Road officers: Captain, Andrew A. Hathaway; sub-captain, H. C. Reed; first lieutenant, F. G. Stark; second lieutenant, Adolph Meinelcke, Jr.; third lieutenant, George Nash; fourth lieutenant, Fred. L. Pierce; color bearer, Samuel Marshall. Another meeting will be held soon to place an opposition ticket in the field. For the present, *adios*; in the near future, Milwaukee will again sound the slogan.

W. A. FRIESE.

MILWAUKEE, 20 March, 1882.

#### Moline.

*Editor Cycling World:*—Your readers will doubtless think the wheelmen in our vicinity are all dead, as you have heard nothing from them for several months; but if your Eastern riders could have seen our roads for the past three months, you would not blame us for being "down in the mouth." I have tried several times to find just one little piece of road that was rideable, but had to give it up. It fairly makes one want to be profane to see rain one day and snow the next, making the mud from four to six inches deep. We have not the advantage of some; viz., a hall in which we can ride during the winter months. I have disposed of my Star and gone back to the Columbia. There seems to be no demand for imported wheels here, as the Columbias seem to fill the bill. I am not a League member,\* but I take a great interest in the workings of it, and think the interests of Western wheelmen would receive a boom with a big B, if the Meet could be held in Chicago. I am sure we poor wheelmen here would lend it our hearty support, and help swell the number present. What we want is something to bring us before the public here in our vicinity. I see by a recent paper that the Kankakee Boat Club have sold out their boating effects and taken up the wheel. I, for one, call this a sensible change, as I have had experience in both, and consider boating a side-show compared with bicycling. I trust that something will turn up here to further the interests of the wheel, and afford me an opportunity to send you notes occasionally. Will some one

\* You ought to become one. — EDITOR.

who has used it favor me with their opinion of the McDonnell cyclometer? It looks too cheap to me, but would like to hear from some one using one.

SYLVAN.

MOLINE, ILL., 21 March, 1882.

#### In re Proper Size.

*Editor Cycling World:*—Perhaps your correspondent "Darkness" will accept a few hints from an old rider with a log of 6,000 odd miles to his credit, in regard to proper size of bicycle for all-around use over roads good, bad, and indifferent, such as the writer has travelled over. Having a reach of thirty-three inches, I commenced on a forty-eight inch Standard Columbia, 1879 pattern, which I abandoned for a 50-inch Pacer at the end of six months, after carrying me very well for an equal period. But like most young riders, I aspired to ride a larger wheel, and last spring purchased a 52-inch Special Club, with cranks having a throw of four to five inches. I struck the medium, and with half cranks (four and a half inches) pedalled about several hundred miles; but I soon found it too much for me on steep ascents, and I was often compelled to walk hills that had been hitherto ridden with ease. Accordingly I changed again to a 50 Harvard, which with 5-inch cranks carries me over all roads and many hills. In racing, I use a 53 or 54-inch machine, so there is no lack of *reach*; but for road riding, I think the foot should be at the lowest point in its natural position, as in walking, and not stretched to its fullest extent, as recommended by "F." The great fault with our American riders is, that they fail to use their ankles properly. There is a great tendency to keep the foot rigid, and not make it imitate a walking-beam movement. Any one who has seen John Keen ride, and observed his "form," will see the truth of this statement. Keen rides a 56-inch racer, but on the road prefers a 52-inch machine. My advice in selecting a wheel is to get one with 5-inch or 5½-inch cranks (6-inch cranks are a delusion and a snare), that will allow a comfortable reach without straining the muscles of the ankles. When our roads reach the perfection of the English highways, we can afford to think of larger sizes; but when we have to travel over hills at an angle of 25 degrees, and corduroy roads, we in closing say, "Good Lord deliver us" from an over-size wheel.

AN OLD TOURIST.

NEW YORK, 23 March, 1882.

#### New Haven Bicycle Club.

*Editor Cycling World:*—Following our generous captain's spread, a month later, was a very fine wine supper, given by our veteran bicyclist and yachting man of the club, Lieut. Frank W. Hinman, at Hill's Homestead, Savin Rock Shore. Mr. Hinman intended providing a sleigh, but the snow melting so soon, he was left (and on a *warm* day), so we were obliged to resort to wheels; nevertheless

the ride was quite pleasant, with but one disappointment,—our prime favorite and Mr. Hinman's best friend, Capt. Marsden, was not with us, being unfortunately detained at home by sickness. However, a short hour found us by the "sad sea waves," were we found good things awaiting us. During the evening, greetings, etc., were exchanged with our captain on the other end of the telephone, away out at his home in Westville, he wishing to be remembered, and assure us that he was with us by telephone, if not in person. Regarding the supper, suffice it to say the lieutenant gave *carte blanche*, and the Hills fully sustained their reputation, which is quite an enviable one. Later, when the fellows were as lively as the members of the New Haven Bicycle Club ever get, and were thoroughly enjoying themselves, Mr. Hinman called their attention, making a few remarks, tendering his resignation to the club, giving his reasons: "That as he was in New York much of the time and during the summer months when the club did their riding, he should probably, as of old, spend his time in his yacht away up the coast of Maine; he thought it best to resign, and give way to more active members." The immediate declaration of all was that the resignation should not be accepted; and such was the vote of the club unanimously at the next regular meeting which was recently held; so it is hoped Mr. Hinman will still consider himself a member of the club. SEC.

NEW HAVEN, CONN., 23 March, 1882.

#### The Horse as a Scholar.

*Editor Cycling World:*—While riding last Saturday, I met a man on horseback whose horse was thoroughly frightened at the sight of my machine. The rider turned about and came up behind me. As he appeared desirous of giving his steed an introduction to mine, I dismounted, while he led the horse to the machine. After examining it carefully, the horse seemed disinclined to leave his new-found toy, and watched the wheel spin without the slightest fear. When I mounted and rode at a slow pace, the horse was easily driven before and behind, without noticing the bicycle more than an ordinary carriage. After numerous tests, the horse appeared entirely free from that common disease among horses, *bicyclophobia*. F. M. G.

CHELSEA, 27 March, 1882.

#### Beach Riding.

*Editor Cycling World:*—In reply to 'Ontari's' query, the writer would say that he has ridden with enjoyment upon Lynn, Mass., and Newport, R. I. beaches, the former being especially fine, hard, and so nearly level that the tide runs out several hundred feet. But let him be cautious in venturing out upon the *wet* sand, however enticing and hard it appears; for here the surface partakes somewhat of the nature of quicksand, and gritty bearings and perhaps a header will result. At Lynn, an eighth of a mile out, I have stood still until the



wheels had sunk eight inches, when balancing was unnecessary and starting impossible. Newport beach is rather pebbly, and a race along its surface means a machine covered with sticky sand. But there are beaches *and* beaches. On the Jersey coast, I doubt if a half-mile could be found where a wheel would roll. Wheelmen who have visited Long Branch know what unfathomable depths of soft sand skirt its coast. I once saw a frisky Jersey man whiz down a plank walk that ended in this material. Well, — his big wheel stopped completely, instantly; and when the youth got up, a majority of that section of the beach rose with him, distributed through everything except his epidermis. In conclusion, "Ontari," don't put nickelled rims on damp beaches. IXION.

ORANGE, N. J., 24 March, 1882.

#### Some Western Wheels.

THE first bicycle in Chicago, about seven years ago, was a 46-inch Ariel, with solid steel backbone, 20-inch back wheel, spokes consisting of one length of wire, looping alternately from hubs to felloe, the end of the wire striking off at a tangent across the wheel; adjustment being effected by screwing up the end of this endless spoke, about the same way as you would tighten a buck-saw. The wheel, true enough when new, soon got out of plumb, and stayed so: the adjustment principle being more theoretical than practical. It was then made over and direct spokes substituted. The bearings were of gun-metal, which soon wore out. The solid steel backbone stood the test for five years, and then broke. The black rubber tires outlasted the machine, though seamed and wrinkled with cuts. They would seem to last forever, were it not for this. Its V-shaped felloe, so full of annoyance in that it could not be forced to hold its tire, was the only feature not improved upon in the next machine, which made its appearance soon after, — a 52-inch Duplex Excelsior. In this machine the spokes, forty in number, of large wire, were nipped in 4-inch hubs; hollow, small-diameter backbone, with a neck like a pugilist; marvellously heavy open head; back wheel reduced to eighteen inches; hinge-clipped spring; cone bearings. This machine has made more miles, perhaps, than any other bicycle in the West. Use mostly in the country, its tire, after five years' use, looks as fresh as new. The only point of wear is in the front and rear cone bearings, which are badly chewed up. The centre cones are somewhat worn. The nipped spokes, though only forty in number, still hold the wheel rigid; the heavy, open head never twists; the gigantic neck and spindle remain in the same angle they were forged; backbone the same. Like the "One-Hoss Shay," this bicycle, quite as noisy and rattling, perhaps, will go on until it fails all at once and all over. In the 52-inch Columbia which followed, we found a duplicate of

the Duplex, and it therefore remained but a question of quality of metal, as to durability. The Columbia, in a few weeks, spread her backbone way out, and a new one was attached. In a few weeks more the fork broke just above the cone bearing. This was fixed by a blacksmith. Three years of the hardest knocking about a bicycle ever had have proven that machine to be solid; and now the original Columbia in the West, the pioneer in our city, brought hither and bestrode by the club captain, and once the centre of admiration, battered, bruised, and ugly enough to kill, but substantial as the Rock of Ages, and noisy as a boiler shop, serves to teach the uninitiated how to ride its elegant improved successors, in a bicycle school.

The first machine with a pretension to fine points arrived in the shape of a 48-inch Special Challenge. Its wheel, having forty-eight fine locknuttled spokes, had quite a gossamer-like effect, compared with the coarse 40-spoked wheels seen heretofore; but they got loose. The rollers in the 'cycle bearing would get at loggerheads with each other and stick. The rear wheel would rattle. The spring, acting upon a lignum-vitæ roller at the tail, would rattle too. It was admired for its large round backbone and U-shaped felloes, which never gave up the tire like the V-shape. Perhaps on the ill behavior of this representative of the Challenge breed hinged the fact that it is the only one we have ever owned.

Then came a big professional bicycle race, and the machines of the participants were a revelation to us. Nearly every prominent make was represented — Humber, Premier, Rudge, Stanley, Keen, and Bown. When the professionals went away, they left a D. H. F. Premier, Humber, and Bown behind them, — all racers. The Premier, a 52-inch all-bright, direct-spoked 35-lb. racer, run by Terront in the race, was immediately placed upon the road and used common; and with exception of its pipe-stem tire, which was too thin for our wood-block pavements, was a glorious machine to ride, opening up a new plane of thought in our bicyclers, who saw that with such a machine the art of riding the bicycle was not of muscle only. Its peculiar points were in the floating ease of the steering, the ability to "sail" over ruts and sinkages in the pavements, and the way in which every ounce of physical force seemed to be directed toward the

(Concluded on page 242.)

#### Kings County Wheelmen's Annual.

THIS excellent club gave its first annual dinner and reception at Weeks's Hotel, Brooklyn, on the evening of 17 March, there being present nearly a full representation of the club and their ladies, and a large number of invited guests; among the latter being Alderman Dimon, Hon. George H. Fisher, Ex-Judge Dailey, Supervisor Hodges, Rev.

Almon Gunnison, and other local notabilities. Letters of regrets were read from President Pratt of the Boston Club, Superintendent of Barks Cuyler, Seth Low, and Ripley Ropes. After thoroughly and earnestly discussing the merits of a well-selected *menu*, interesting speeches were made by the distinguished persons present, and the exercises were aptly closed by the presentation by the ladies of a handsome set of colors.

The reception at the Lyceum opened shortly after the conclusion of the supper. The hall was brightly decorated, and a large and elegant company participated in the festivities. A number of shining bicycles were placed upon the stage, and the legend "K. C. W." gleamed over them in letters formed by gas jets. Prof. Nova's excellent orchestra was situated on the stage, and the gayest music was discoursed during the evening. An exhibition of riding was given by two gentlemen before the opening march. The dancing orders, like the invitations, were elegantly made. The following verse headed the list of dances:

"Turn turn my wheel, turn round and round,  
Without a pause, without a sound,  
So spins the flying world away."

And over the second part appeared the line:

"Then may I set the world on wheels."

The stage decorations were by Mr. Charles Schwalbach. The following are the officers of the association: Geo. T. Brown, president; F. H. Douglass, secretary; John Clark, captain; Alex. Schwalbach, sub-captain. The dancing was continued until a late hour. The affair was excellently managed throughout. Secretary Frank H. Douglass was floor manager, assisted by an efficient staff of aids.

#### NOTES, QUERIES, ETC.

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

##### Answers to Correspondents.

W. C. M., NEWARK, N. J. — The *Clipper Almanac* for 1882 will give you all the best racing records in Europe and America up to the close of last season. For additional bicycle races, tours, runs, and other interesting wheel matters of the past year, see the *BICYCLING WORLD* of 27 January and 10 February of the current year. We do not deem it advisable to attempt another compilation this season.

L. J. T., TROY, N. Y. — Your favor of 13 March received but was mislaid. Have since found, and will publish soon. Please inform us promptly of the result of your annual meeting.

C. J. W., HACKENSACK, N. J. — Yours at hand, and will receive early attention.

"1477," SOUTHBORO', MASS. — Publish next week.

*Editor Bicycling World*: — Answering "Ontari's" query as to the riding on the beaches, I would say that I have tried the riding at Hampton Beach, and found that it was exceedingly pleasant and fine riding, the sand being as firm and as hard as a path. This may not be true of all beaches, but I think that it would apply to Nantasket as well. MEFEOR.

BOSTON, MASS., 24 March, 1882.

*Editor Bicycling World*: — In reply to first query of "Ontari" in the *WORLD*, 24 March, I would say that on Nantasket Beach, at low tide, there is delightful riding; but if he has any respect for *rust*, would advise him (from experience) not to try it, unless he has a full painted machine. 2061.

ABINGTON, MASS., 24 March, 1882.



## A Tour through Ireland. II.

HOW IRISHMEN RIDE. BY ONE OF THEM.

Leaving the camp behind, with its small army of 10,000 men, we rode along up and down, over the bluffs of the plain, until the tower and spire of the old abbey in the town of Kildare appeared on our right. We passed this historic place, however, without stopping to have a look round, as we had many places of interest ahead which would claim our time and attention. Three miles beyond Kildare we almost fell into the mistake—a most unpardonable one among bicycle riders—of taking a wrong road; but having got fairly started on the right one, after losing ten minutes, we almost began to wish we had kept to the first we had pitched upon, for we entered on a tract of country the features of which are by no means uncommon in Ireland. I suppose you already guess that I refer to an Irish bog. It is about the most uninteresting thing imaginable, this bog travelling,—though bog roads are generally good,—except you may happen to be a foreigner, and then there is some little novelty to arrest attention in the shape of a dwelling house half hollowed out of the turfy soil, with its family standing before the dark orifice, called by courtesy “the dure,” the component parts of which loving family are so well known the world over. Or you may behold, in red shawl and petticoat, a stalwart specimen of feminine loveliness, in bare feet, and head only owning for covering the luxuriant wealth of beautiful hair which still marks the descendants of the Celt. These objects, with the exception perhaps of a few dark-flowing streams, are all that break the monotony of a bog ride. Blue wreaths of smoke, sometimes, near the turf piles by the road, mark the places where a fire has been lighted; and the surrounding peat, having caught the heat remains smouldering often for a surprisingly long time. We relieved the monotony of the ride, however, by chasing a matronly-looking cow for fully a quarter of a mile, until she took to butting at the machines, which of course necessitated our dismounting and squaring accounts with her. At length we got out of the bog and into the high road for Athy. We were rather glad of our proximity to that town, for it was now five o'clock in the evening, and we had barely covered forty miles; this was slow work, and if we did no better, when further on the route, we might give up the idea of a trip round Killarney and the West. Dusty from head to foot, with the machines as white as if they had been painted with the purest “snow-flake anti-corrosive,” we felt rather dubious about presenting ourselves to our friends in Athy; but dismounting at a small farmhouse on the outskirts of the town, we borrowed a clothes-brush, and adjourning to the pump in the yard, made our toilet, rubbed down our steeds, and feeling more presentable, rode on into the town. On leaving the farm-house, right before us on the pathway lay a most re-

spectable little Irish terrier, with his tail stretched at full length. Here was a chance for some scientific riding; so, gingerly making up to the “sleeping beauty,” I swept gracefully over his nether appendage. You bet that dog ran; he did n't even wait to howl. I even fancy that on mature consideration he would have wished he had sat down on his steering gear, and “drove it in,” ere it should suffer the indignity of being bicycled over. Once among our friends in Athy, we found no difficulty in procuring lodging for the night; and notwithstanding the fatigues of a first day's run, we remained up until a pretty respectable hour, enjoying music and country chat, and then retired, not to sleep,—at least, not for the first hour, which was devoted to making notes, a bed faction-fight, and a talk. Somnus soon had us, however, neck and heels; and, thoroughly refreshed, next morning saw us quite prepared for the next stage of our journey.

AFTER a hearty breakfast, bidding adieu to our friends, we took the Carlow road, which for nearly the entire distance from Athy to that place follows the course of the river Barrow, casual glimpses of which can be caught from the highway. After a run of twelve miles through a level country, we got into the pretty little county town of Carlow. The county is remarkable for its fertility and the number of beautifully situated and well-wooded country seats scattered over it. The view was often picturesque: the distant mountains, looking so far away, and promising hard work for us; the gently undulating ground, covered with different shades of foliage, with white walls or roofs or gables, peeping out of the leafy curtain, and making one wish that his lot had been cast among the scenes and charms of country life. The town of Carlow is a contrast to most Irish towns in that it is clear and orderly; and situated as it is on a good-sized river, navigable to the sea for large canal boats, and sheltered by ranges of hills cultivated to their tops, it is one of the nicest little towns in Ireland. After having a walk round the place and noting the grim-looking cannon pointing from the court-house steps up the main street, and after seeing the various buildings, we took the road through Castlecomer to Kilkenny. And now the hardest portion of our day's ride commenced: we had to cross a succession of hills, which necessitated a constant pound, pound, pound, on the treadles, until we were almost inclined to give up the idea of reaching the celebrated “city of the cats” that evening; we stuck to our task manfully, however, and after a short rest at Castlecomer, a small town on the main road to Kilkenny, and noted for having suffered severely during the insurrection of ‘98,” we proceeded, and soon had the satisfaction of seeing after our forty-mile ride, the first outlying buildings of the city, which by one little legend has acquired so much notoriety. And here I may re-

mark that if we did not see many Kilkenny cats, we heard them,—ask Jerry Maxwell if we did n't. Getting in just in time for supper, we enjoyed the meal thoroughly. Lounging around the hotel for an hour after, we wrote up our notes, posted letters to friends, and looked up our map, from which we found that we had only covered eighty-one miles in two days. Sleep that night fell on us heavy and profound, for we were not yet quite inured to the rather hard work of the two days just completed. With the exception of the symphonious feline music noted above, nothing occurred to disturb our slumbers; and waking early, the machines had their rub down and we our breakfast. Breakfast over, the first thing to do was to saunter out and have a look round the place. The city looks well: a great number of the houses are built altogether of stone, and the place has a stanch and venerable appearance. Walking right round it, we got a fine view from the eastern bank of the river Nore, which divides the city into two portions. The castle, cathedral, and numerous ruins of old ecclesiastical buildings, give to the place an air of quiet grandeur, which at once calls up to the mind visions of departed glory, when the aisles of the old cathedral echoed to the stirring words of Pococke and Gafney, and when the Butlers of Ormond gave to the proud little city many names that are now historical. We first paid a visit to the cathedral, and walking underneath its beautiful arches of black marble, I could not help thinking of the many long tales of ages gone by which those old stones and monuments could tell if they were given for one short day the gift of speech. Near the southern transept is a round tower over one hundred feet in height, and from the top of this curious building we had a view of the surrounding country, which in itself alone would have repaid the fatigue of the journey down. Hill and valley, woodland and plain stretch for miles, beneath the gaze of the observer, and it is a sight which no visitor Kilkenny to should miss. Descending from our elevated position, our next move was for the castle,—the grim old fortress of the redoubtable Strongbow; grim no longer, however, for it has been rebuilt and remodelled on a magnificent scale, and is now one of the finest baronial mansions in Ireland. The grounds are exquisitely kept, and the castle looks grand and imposing from them, with its great old towers, the remains of the old edifice. We took a good deal of interest in the picture gallery; there were some fine paintings by old masters, of which several were of Charles II. date. If a person had time at his disposal, Kilkenny affords abundant material for the historian, antiquarian, or any one interested in the saying, doings, or personages of the past. Deeply regretting we could not spend a longer season in this old city, we returned to our hotel and prepared for the route to Clonmel.



## L. A. W.

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

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

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

## APPLICATIONS.

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

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

UNATTACHED: Charles N. Chadbourne, Rochester, Minn.; Dr. L. J. Turner, 34 Pleasant street, Baltimore, Md.

DETROIT BI. CLUB.—Additional: Geo. K. Root, Detroit, Mich.

PROVIDENCE BI. CLUB.—Additional: Geo. H. Heathcote, 18 Halsey street; Clarence T. Grammont, care Akerman & Co.; Wm. F. Knight, No. 6 Exchange Place; Richard D. Knight, Knight & Remington, Providence, R. I.

SCRANTON BI. CLUB.—Additional: Dr. J. E. O'Brien, H. J. Foster, Frank L. Phillips, O. H. Jadwin, — all of Scranton, Pa.

## The Annual Meet.

THE next League Meet will be held at Chicago, Ill., on 30 May, 1882. All Western wheelmen who desire to participate in the Meet as League members are requested to send in their applications immediately. All names received previous to 10 May will be passed upon by the committee on membership in time to insure election before the 30th; but applications coming after that date cannot, under the League rules, be considered before that date.

KINGMAN N. PUTNAM, *Cor. Sec.*,  
54 Wall street, N. Y.

## CURRENTE CALAMO

## CHICAGO!

CHICAGO has got 'em, but she 'll find they cost high.

A MALDEN machinist has patented a hill-climbing appliance for bicycles and tricycles.

SAVE your change, wheelmen, and arrange for an early vacation this year — say about the latter part of May — and take in Chicago.

H. C. BLUE & Co., Summer street, make a specialty of uniform suits; and notwithstanding the name of the firm, they can make 'em up of any other color just as well. Try 'em.

IT is quite probable that Messrs. Powell and Wright, of the Germantown Bicycle Club, may join Mr. George D. Gideon of the same club in entering for the Fast Day races, in Boston.

IN the circular of the races. Mr. Gideon is described as of the Philadelphia Bicycle Club, which is an error. Mr. Gideon is a member of the Germantown Club, which is a neighboring but an entirely distinct organization.

I. P. LORD & Co., of 48 Union street, have been appointed agents for the Pope Manufacturing Company, and will sell bicycles on the instalment plan. The house has a reputation for fair and honest dealing, and patrons can rely on good treatment at their hands. See advertisement.

THE captain of the Portsmouth Bicycle Club, and a member of the Massachusetts Club, took a fourteen-mile trip on their marine bicycles out of Salem harbor, after the recent storm, when every wave wore a white cap. Their novel crafts rode over the big waves safely and speedily.

IT is thought that the lines will be drawn more closely between League and non-League bicyclers in the matter of the League parade this year. The "unwashed" fourth division will either be trimmed down or omitted altogether, with a view to appearance rather than numbers in line.

ALFRED ELY, JR., secretary of the Cleveland Bicycle Club, and L. A. W. Director for Ohio has recently located in Erie, Pa., and he will soon wake up the lagging wheels of that lake village, of which we have heard nothing for nearly a year. Cleveland wheelmen will miss his active enthusiasm; but fortunately that handsome city has several more wide-awake bicyclers, who will keep the wheel rolling.

"TELZAH" and Mr. C. A. Jackson of the South Boston *Inquirer* started from Salem on marine bicycles, Sunday, to make City Point, South Boston; but encountered heavy snow squalls when near Egg Rock, and making for the beach between Little Nahant and the main peninsula, crossed the neck and tried once more to beat against the storm, but vainly, and so put into Lynn before the wind with legs over.

WE were favored with a private view of a new — bicycle, we were going to say, but we judge it to be a unicycle, for it has but one wheel. The wheel is about six feet in diameter, and the rider sits within it. The inventor claims for the new machine great speed, easy riding, and perfect safety. All the parts are nickel-plated, and it presents a striking appearance. The inventor has consented to exhibit his wheel to-morrow (Saturday) afternoon, at three o'clock, in Pemberton square, where he will have a good course and a chance to show the speed which can be attained.

SEVERAL important matters were to be considered at the meeting of the Bicycle Union Council last week Thursday, the result of which we expect to learn in a few days. Among them was the following proposition: "That, as it is appears to be the opinion of the executive that the value of a prize (Clause I, Council's Recommendations to Clubs) is the net amount actually paid for the same by the giver thereof, the council is of opinion that in considering the value of a prize, a margin for cash of not more than ten per cent should be allowed in cases where such allowance shall have been actually made."

THOSE innumerable unattached Western riders who desire to participate in the League parade in Chicago, 30 May, had better join the L. A. W. in season to insure their admission to the line. See Secretary Putnam's announcement about applications on another page. The question of confining the parade exclusively to League members and regularly organized clubs was discussed at the directors' meeting Monday, and it was left to the discretion of the commander. The "Fourth" division of the parade last year, in Boston, was the occasion of much unfavorable comment, and it is the intention to give the "Falstaff recruits" the cold shoulder this year, as discipline and appearance are of more account than numbers.

## BOOKS AND PAGES

ST. NICHOLAS for April closes the half-year of the volume and the two charming stories also; viz., Eggleston's "Hoosier Schoolboy" and Kieffer's "Drummer Boy's Recollections." Mary Mapes Dodge begins the month's programme with a pleasant little rhyme of "The April Girl"; but the accompanying illustration is not worthy of it, although complimented by forming the frontispiece. Then follows the usual varied list of stories, verses, and pictures, the particularly best ones being "Brigham, the Cave Dog," by H. C. Hovey, "The Tale of Schneider," by W. A. Birch, "Wangse Pah and the White Elephant," by Abby Morton Diaz, the continuations of "Donald and Dorothy" and "Stories of the Northern Myths," "Winning a Princess," "A Tragedy in a Garret," and "Mr. Weathercock." The comedy for children this month is "Lord Malapert, of Moonshine Castle," while Jack-in-the-Pulpit and the Puzzle department are full of good things. There is also a table of contents for the half-year. The Century Company, New York.

We have received the *Bicycle Annual and Tricycle Guide* for 1882, which contains a review of the year, a calendar for 1882, a diary, bicycle and tricycle club directories, both British, American, and Provincial, amateur and professional racing records, besides many brief but valuable essays on various matters connected with wheeling. Edited by C. J. Fox, Jr., and published at the *Bicycling Times* office, London, Eng.

## More Challenges.

*Editor Bicycling World*:—In a late issue I notice Louise Armaindo, the champion lady bicycle rider, has been doing some wonderful riding. Now, Mr. Editor, I wish you to publish the following challenge:—

I will accept Miss Louise Armaindo's proposition, and will give her six miles start in fifty; and I will give Rollinson one half mile start in fifty, and race for \$50 sweepstakes, the winner to take the whole of the money; to race at the Institute Fair building, Boston, in three weeks from date; and to show that I mean business, I have left a deposit of \$20 in the hands of the editor of the *BICYCLING WORLD*, and will sign articles when it is covered; the editor of the *BICYCLING WORLD* to be stakeholder and referee. Now this is giving Mr. Rollinson one more chance to meet me on the track, and race on a bicycle and not on paper.

JOHN S. PRINCE, *Champion of America*.  
BOSTON, 31 March, 1882.



## Boston Amusement Record.

BOSTON THEATRE. — "The World."....BOSTON MUSEUM — "False Friend."....GAIETY THEATRE. — "Carnocross" Minstrels....GLOBE THEATRE. — The Florences in "Ticket-of-Leave Man."....HOWARD ATHENÆUM. — Variety....PARK THEATRE. — "Lights o' London."....WINDSOR THEATRE. — "Under the Gaslight."



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## FOR SALE OR EXCHANGE

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

**FOR SALE.** — An Andrews' Health-Lift. Nickel-Plated. Cost \$30.00. Will be sold for \$10.00. Address "B," this office.

**WANTED.** — A 48 or 50-inch "X-raordinary Bicycle" cheap for cash. It must be in good condition. Also a 54-inch. Address L. H. B., 411 Washington Street, Boston.

**THREE** Second-hand Bicycles for sale, — 46-inch, 48-inch, and 50-inch. GARVEY'S BICYCLE AGENCY, 407 Chestnut Street, St. Louis.

**FOR SALE.** — A 52-inch ball-bearing Columbia bicycle, bright finish, has never been used to run over a hundred miles, and in perfect condition, and as good as the day it came from the factory. Address stating what you will pay, 157 South Robey street, Chicago.

**WANTED IMMEDIATELY.** — A 50-inch Harvard roadster. Must be modern and in perfect condition. Address stating price, W. C., 149 Tremont street, Boston, Mass.

**A 54-INCH** ball-bearing Columbia Bicycle, cost \$105, been used only one season. Price, \$84. Address WENDELL R. BATES, North Abington, Mass.

**SECOND-HAND BICYCLES FOR SALE.** — 48 to 60 inch. State what size required, and about what figure offered. Address with stamp, W. W. STALL, Brighton, Mass.

**FOR SALE.** — An English Coventry bicycle, 54-inch, light roadster. Has been ridden about 250 miles. Lately put into perfect order. Price, \$55. Address BICYCLER, Harvard College, Cambridge, Mass.

**FOR SALE.** — A 54-inch ball-bearing Standard Columbia Bicycle. Moderately used four months. Price, \$75. Call at store of A. HOBBS, opposite Milton Depot, or address Box 80, Milton, Mass.

**FOR SALE.** — 52-inch full-nickel Standard Columbia. In use one year, and in perfect order. Dust-proof, double, cone adjusting, balls lately added to front wheel. Price, \$85. Address with stamp, C. H. VEEDER, Plattsburg, N. Y.

**WANTED.** — A 52-inch bicycle in perfect condition, of the best make, at a sacrifice for about \$75 cash. Describe, and address G. B. ELLIOT, 209 Washington St., Boston.

**CYCLOMETERS FOR SALE.** — One new Excelsior, run less than 100 miles, \$3 50. One new Fairfield & Taylor's, run less than twenty-five miles, \$3.00, perfect order, full nickel, warranted. A. H. FORBUSH, Boston. Box 5,200.

## THE THIRD GRAND BICYCLE RACE MEETING

AT THE  
INSTITUTE FAIR BUILDING, BOSTON,  
(Track five laps to the mile.)

WILL BE HELD BY

THE BOSTON BICYCLE CLUB,  
On Fast Day, the 6th of April, 1882,

Commencing at 2 o'clock P. M.

There will be Two Amateur Events, viz.: A Five-Mile Handicap, and a One-Mile Race, in heats.

The Trial Heats in the mile will each be limited to three riders, and the three fastest winners will compete in the final.

Entries for the above will close at the Boston Bicycle Club House, 53 Union Park, at noon, on the Tuesday preceding the races.

One of the valuable Split Seconds Auburndale Timers will be offered as first prize in each of the above events, and an imported Pewter Tankard will be given to each winner of the mile trial heats.

The Professional events will be two in number, viz :

## A ONE-LEGGED RACE,

For a Purse open to all, each bicycle to have but one pedal attached; and an open race of

## TEN MILES STRAIGHTAWAY,

For a Purse of \$100.

For this race, the entry of JOHN S. PRINCE, Champion, has already been received. PROFESSOR ROLLINSON (who claims the title of Champion of America) has expressed his intention of trying conclusions with Mr. Prince on this occasion; but should he fail to put in an appearance, and should no other professional rider care to try his speed against the Champion,

## THE BROTHERS HARRISON

Will run for the purse against Prince, who will allow one of the brothers to run five miles, and then to be joined or relieved by the other brother for the remaining distance. The first man in to have the purse.

The entries for the professional races will also close as above.

MUSIC BY THE RHEIN BRASS BAND,  
J. Dick, Leader.

ADMISSION, 25c. Seats in the enclosures, 25c. extra. Ample accommodations for ladies. Horse cars from Scollay square to the doors.

## A GOOD CHANCE

TO BUY

Two First-Class Bicycles.

No. 1. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....\$117.50.

No. 2. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....\$100.00.

Machines can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

## MISCELLANEOUS.

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

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

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

**BICYCLE LEGGINS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

**PORTSMOUTH, N. H.,** Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

**BICYCLERS** wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, \$4.00; Nickelled, \$5.25. F. G. BURLEY, Brighton District, Boston, Mass.

**TO DEALERS.** — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

**H. B. HART,** No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**WESTERN TOY CO.,** 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

**MONOGRAM BADGES AND OTHER** Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

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

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

## RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at \$45 and \$50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless. Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.

784 to 794 Madison Street, Chicago.

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

**WHEELS** are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

## READY! WHIRLING WHEELS!

## THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

**THE PERFECT BICYCLE!** A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmer, author of the *Indispensable*.

**THE NOVELTIES OF THE YEAR!** Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

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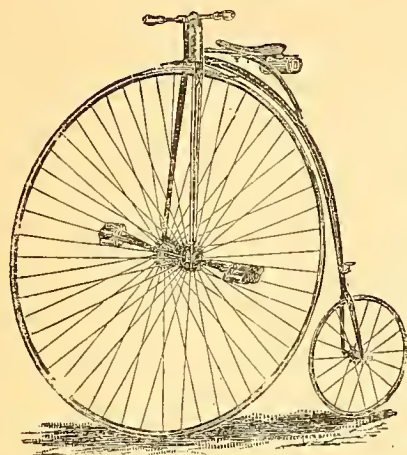
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# THE STANDARD, 1882.



## THE STANDARD COLUMBIA BICYCLE

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

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

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY. CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

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