

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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[Vol. V.

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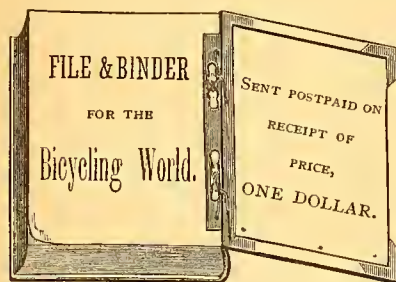
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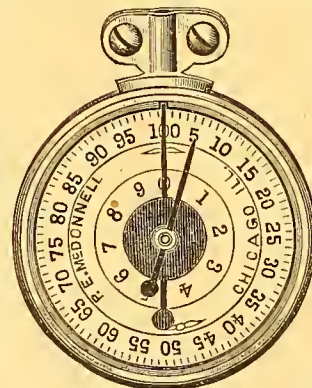
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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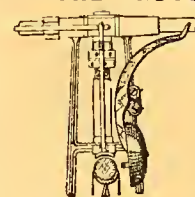
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NOTES, QUERIES, ETC.

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

Editor Bicycling World:—Will any reader of the World kindly give me, through the columns of the World, his opinion of and experience with an "American Sanspareil Roadster?" and greatly oblige

BICYCLER,

833 Washington street, Wilmington, Del.

19 JULY, 1882.

To C. A. H.—**Editor Bicycling World:**—As an answer to "C. A. H., Cadiz, Ohio" (14 July), I would say that I have used with success for cleaning nickel plate, ammonia, and whitening rubbed on with chamomile skin. I also find strong ammonia alone good; but it is often difficult to procure the pure article.

G. KANTOUL WHITE.

WELLESLEY, MASS., 21 July, 1882.

To Correspondents.

C. E. L., Earlham, Iowa.—Rubber tires under any conditions.

H. C. F., San Francisco.—Thank you for paper of 17 July. Too late, however, to avail of the items.

The address of the secretary of the Hamilton Bicycle Club is Alexander T. Duncan, Ontario.

HANDY ANDY.—Thank you for your cordial approval of our editorial, "Be Courteous."

W. H. G., Woonsocket, R. I.—There is no generally established whistle code, although many clubs have adopted codes on the same general plan, with slight variations. The League of American Wheelmen should, we think, adopt a code of signals for both bugles and whistles, which would be acceptable and become the recognized code, in order to prevent confusion in parade through the aforesaid variations in the club codes.

Correspondents who have ordered "Cortis on Training" will receive their copies as soon as possible after our next lot arrives.

THE secretary of the Hudson (N. Y.) Bicycle Club writes us that Herbert Du Bois, the bugler of the club, while experimenting recently with a bicycle somewhat too large for him, lost control of the machine on a descending road, and the brake being out of order, he was thrown so violently as to break his leg. He is as comfortable, however, now, as can be expected, and hopes soon to be out and on his own wheel once more.

SATURDAY afternoon rides to Coney Island are indulged in by the wheelmen of Gotham.

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: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60

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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, 28 JULY, 1882.

A PROTEST.

IT is understood that in counting the ballots in the recent L. A. W. elections, the committee on rights and privileges will, in accordance with a vote passed at a meeting of the board of officers, 30 May, throw out the ballots of those who were not members at the opening of the polls 15 June. We protest against such action as unauthorized, unjust, and unusual. It is unauthorized, because there is nothing in the constitution or rules that provides for it. It is unjust, because it discriminates against those whose membership is assured during the current year, while it allows many whose membership will have expired and will not be renewed, to vote for officers in whom they will have no subsequent interest. It is unusual, be-

cause in all legislative bodies, and in public elections, members and citizens respectively are permitted to vote at any time before the polls are declared closed; it does not matter whether the member is present at the meeting when the balloting begins, nor at what hour of election day the citizen is made a voter. Aside from these plain laws and usages, however, such a ruling as this made by the board is especially arbitrary and uncalled for under the circumstances of this first election held under the revised rules of the League; for not only are we voting under a suspension of rules as to time (the rules provide for these elections to take place between 10 March and 10 April), but it is also just at that period when old memberships are expiring (many of which will not be renewed), and new applications are most numerous. We published over two hundred and fifty applications from 9 June to 14 July, and to our certain knowledge many of these expected to be able to participate in the elections, and were most anxious to receive their certificates of membership. Again we say, we shall protest against the throwing out of the vote of any wheelman who became a member of the League prior to the 15th inst.; and we call upon the committee to announce in their report the full ballot as cast, with their reasons for throwing out any which they may decide not to admit.

AN ADVERSE DECISION.

THE decision of Judge Lawrence on the Central Park case, we are sorry to say, has been decided in favor of the commissioners, against the rights of bicyclers to use the highways of Central Park in common with others. We still maintain that the bicycle has a right on all public roads where carriages and other vehicles are allowed to be driven. We cannot but regret the decision in this case, and we sympathize with our brethren in Gotham in the disappointment they must feel in being still deprived of roads which would do much to increase the interest in bicycling in their city. We sincerely trust the case will not be abandoned, but will be carried to the Court of Appeals, where we feel the law as laid down by many eminent judges would be sustained.

IN RE BRAKES.

IN our peregrinations on the wheel and among the various places of resort for bicycles, we cannot but notice how many

riders are endangering life and limb by the insufficiency or lack of proper means to check the speed of the machine when descending dangerous hills of either poor surface or steep incline. A few misguided, rash and, from a bicyclic point of view, uneducated youths tear along unfamiliar roads without brakes of any kind, or in some cases with that relic of bygone times, a rear-wheel brake, applied by means of a leather cord attached to the handle bar. Every rider who is without it we strongly counsel to have a good front-wheel lever brake fitted to his machine. Do not neglect this matter until it is too late, when friends will mourn for one whose own recklessness or carelessness brings him either severe injuries or perhaps death. In buying a machine, see that the brake is of proper material and construction, with as much care and attention as any part of the machine; for it is a mistake to suppose that anything will do for a brake. The lever should be made of good steel, and not gun metal or iron, as in many makes we have inspected hidden flaws are very apt to render the levers in the former case worse than useless, and liable to breaking on the application of pressure, which may result in serious consequences. The horizontal lever should extend nearly to the end of the handle, — say within three fourths of an inch, — and be sufficiently removed from it to leave plenty of room for the hand without striking, and allow of considerable pressure. The lever should, in the direction of the strain, be three quarters or five eighths of an inch wide, and not less than three sixteenths of an inch thick, and flaring out where the hand grasps it. The fulcrum should be so placed as to give sufficient leverage and quick application, with a strong spring or other device to immediately relieve the wheel on relaxation of pressure. The spoon should be made of generous metal, long and wide enough to meet all contingencies where power is needed, and so adjusted as not to scrape the tire. There have been great improvements in this regard in the best makes of bicycles, but some are still fitted with toys which are worse than useless, and are a delusion and a snare. Care must be used in applying front-wheel brakes; but when this is done the result will be satisfactory, and keep the machine under control on almost any declivity. The spoon of the brake should be far enough from the tire to save the disagreeable mud-throwing so

common on some makes when riding on heavy roads. We advise all riders of both bicycle and tricycle to inspect well the brake power before purchasing, and be sure that it is sufficient to meet the requirements of touring.

RECORDS.

Now that the season for out-door racing has set in, we are receiving claims for records from all parts of the country. Scarcely a week passes that we do not hear of some party who claims to have beaten all previous records for this or that distance. We have heretofore had no standard to go by in the matter of records, and many bicyclers seem to think that their unsupported statement will admit them to first place. That there may be no further misunderstanding in this matter, we will state what we demand of those who claim a record for the best time. We must have a certificate from judges and time keepers of the time (taken by not less than two watches), and a certificate from a competent party of the length of the track measured *two feet* from the inside curb. It matters not whether the track be covered or not. It has been the custom in this country to speak of "the best record" and "the best out-door record." This is well enough, provided the conditions are observed; but unfortunately the claims for the best out-door records in the past have been made for time in races run on trotting tracks, where the line is drawn three feet from the curb. These cannot stand by the side of such records as those made at the Boston Institute, and in England, where the line is but two feet out. We have but few bicycle tracks in America, and much of our racing has to be done on trotting tracks; but there is nothing to prevent a new line being drawn on the latter, and a start made the requisite distance back of the wire. We have received claims for the best on record from Louisville, where a new track has just been laid out; but although we are furnished with proper certificates, and from competent parties, the track has been measured three feet from curb, and we cannot admit the record. Washington riders also lay claim to certain records made at Iowa Circle; but we have had no certificate of the track measurement. Under the conditions above laid down, we have few "out-door" records in America. We hope that the coming fall

races will be conducted upon the proper standard, and that the blank spaces on our record book will be filled with reliable and creditable records. Under these conditions, and these only, can we compare American time with that of England.

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.]

MEDINA BI. CLUB.—The Medina (N. Y.) Bicycle Club was organized Monday evening, 10 July, with ten members. C. F. Hurd was elected president and captain, and Homer Luther secretary and treasurer. The other members of the club are J. R. Weld, Jr., A. J. Grinnell, I. C. Hoyt, Fred Gates, R. E. Ratcliffe, Willie Beecher, Charles Whedon, Moses Zalenski.

CRESCENT BI. CLUB.—Last week, Thursday evening, a new bicycle club, to be called the Crescent Bicycle Club, was organized in Lynn, Mass., with twelve members. The following officers were chosen: President, S. W. Gulliver; secretary and treasurer, Charles H. Evans; bugler, M. A. Locke; Captain, W. C. Stewart; first lieutenant L. F. Holt. The club will meet for a weekly run on Thursdays. Regular meetings second and last Thursdays of every month.

A BICYCLE club has been formed in Newark, O., with fourteen members.

THE Champion City (Springfield, Ohio) Club intend producing a bicycle opera next winter.

MR. A. M. CROTHERS has been elected president of the Champion City Bicycle Club, in place of J. S. Crowell resigned.

RACES

Coming Events.

31 July. New York, at Ridgewood park, in connection with picnic sports of the Sons of St. George, a three-mile amateur bicycle race, sanctioned by the L. A. W., and run in accordance with League rules. Two prizes,—fruit standard hat. Entries close 29 July, to John Harper, 474½ 16th street, Brooklyn, N. Y.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, \$40; one-mile dash, gold badge, value, 50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials.

Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

The Bicycle Union Championships

THE one and twenty-five mile championships, under the management of the Bicycle Union, were run off last Saturday at the Aston Lower Grounds, Birmingham, before an attendance of between 7,000 and 8,000 spectators. Fine but cloudy weather favored the racing, and the proceedings, which were most successful throughout, were watched with the utmost interest and enthusiasm by the on-lookers. The track, a full description of which was given in our last, was in splendid order, despite the rain of the previous days. Of the competitors in the championships, the Hon. Ion Keith-Falconer and C. A. Palmer were the only absentees; of these the former has, as we surmised, found the week he allotted himself for training insufficient, and the latter has not recovered from the accident he sustained on the 24th ult. The race for the longer championship was somewhat marred by the accidents sustained by Messrs. Day, Jephson, and Lowndes, though had they remained on their machines we do not think the result would have been altered so far as the actual winner was concerned. The one-mile handicap produced but a poor entry, the Union policy in the matter of prizes being most strongly disapproved of in the Midlands.

Of the celebrities on the ground, besides those officiating, we notice the Hon. Ion Keith-Falconer, the brothers Whatton, J. H. Price, honorable secretary Stanley B. C., M. D. Rucker, Jr., E. Tegetmeier, John Keen, F. Cooper, and Richard Howell. The following gentlemen officiated: judge, H. L. Cortis; umpires, T. E. Scrutton and Henry Sturme; handicapper, H. M. Oliver, B. U.; laptaker, R. P. Hampton-Roberts; starter, F. Oxenbould; and timekeeper, G. P. Coleman, assisted by G. W. Atkinson, of the *Sporting Life*. Details:—

ONE-MILE CHAMPIONSHIP—Heat 1: M. H. Whish, Birchfield B. C., beat C. Crute, Sutton B. C., by a yard. Whish led at the start by four yards; thus they rode on till half-way through the last lap, when Whish spurted and drew slightly away; rounding the last corner Crute came again, and after a hard finish down the straight they came up as above. Time, 2m 52½s. Heat 2: F. Moore, Warstone B. C., beat M. J. Lowndes, Macclesfield B. C., easily. Moore allowed Lowndes to lead which he did at a very smart pace; 100 yards through the last lap Moore spurted hard, and at once left his opponent and ultimately won by about fifty yards, in the grand time of 2m. 45s. Both men rode right out, and Lowndes finished in 2m. 50½s, and thus secured

one of the time Union medals. Final heat: Moore, first; Whish, second; Lowndes, o. Lowndes started as fastest loser. At the pistol fire Lowndes led off, followed by Moore and Whish, and this order was continued till entering the last lap, when the two last named went up by Lowndes, who then sat up; down the back stretch two yards separated the pair, but at the last corner Whish got up and both put in all they knew down the home straight, the result of one of the finest finishes we have ever seen being that Moore won by nine inches. Time, 2m. 47 $\frac{3}{4}$ s.

ONE-MILE HANDICAP, open. — Heat 1: H. Vaughton, Birchfield, 30 yards start, first; G. H. Ilston, Royal Mail, 75 yards, second; H. West, Bristol, 60 yards, o; M. H. Stephens, Aston Unity, 130 yards, o. The two placed came out in the last lap, and after a good finish Vaughton won by three yards. Time, 2m. 51 $\frac{3}{4}$ s. Heat 2: M. H. Whish, Birchfield, scratch, first; T. Sutton, unattached, 120 yards, second; F. Allard, Coventry Star, 75 yards, o. Won easily by a yard; bad third. Time, 2m. 56s. Heat 3: T. D. McKenzie, St. Helen's, 95 yards start, first; A. C. Auster, Speedwell, 30 yards, second; W. Pratt, Wharston, 55 yards, o. The winner led all the way, and won anyhow. Time, 2m. 54s. Heat 4: W. Powell, unattached, 45 yards start, first; S. W. Short-Neckells, 85 yards, second; T. F. Moore, Warstone, 120 yards, o; won after a fair race by eight yards. Time, 2m. 53 $\frac{3}{4}$ s. Final heat: McKenzie, first; Vaughton, second; Whish, third. As in his heat, McKenzie gave the others no chance, and won easily by twelve yards. Vaughton secured second place by two yards after a good race with Whish. Time, 2m. 52 $\frac{3}{4}$ s.

TWENTY-FIVE MILE CHAMPIONSHIP. — F. Moore, Warstone, first; F. R. Fry, Clifton, second; C. Crute, Sutton, third; W. K. Adam, Oxford University, fourth; H. Muir, Cambridge University, o; E. S. Hassall, Speedwell, o; M. H. Whish, Birchfield, o; C. D. Vesey, Surrey, o; W. H. Jephson, Oxford University, fell; G. D. Day, Cambridge University, o; M. J. Lowndes, Macclesfield, fell. All got off to a good start, and quickly dropped into line with Lowndes as pioneer, the pace set being by no means fast. No change took place till the fifth mile, when Vesey and Fry began to drop behind; in the sixth mile Day, while riding second, broke three spokes in his front wheel and was forced to retire, and immediately after Jephson's machine went wrong and threw him. Whish, Muir, Hassall, and Vesey had in the mean time retired, leaving Moore, Crute, Lowndes, Fry, and Adam on the track, the two last-named being half a lap behind. In the fifty-ninth lap Lowndes's machine struck the inside edge of the track and threw him, and he then relinquished the contest. In the twentieth mile Fry and Adam, who were riding in company, and were by this time a lap in the rear, began to put it on, and drawing

away gradually decreased the lead of Moore and Crute to such an extent that four laps from home they had again got level; entering the last mile the pace slightly increased, but the four kept together, and it was not until the last lap that spurning commenced; here Moore put all in, and going right away won, easing up by thirty yards. Fry and Crute had a rare struggle to the post, but the Bristol man stayed longest and beat the Sutton champion by a length. Adam was fourth, ten yards in the rear. Time, ten miles, 34m. 35s.; fifteen miles, 49m. 35s.; twenty miles, 1h. 7m. 30s.; and twenty-five miles, 1h. 24m. 19s. At the conclusion of the races the medals and prizes were presented to the successful competitors by H. L. Cortis, at the Holte Hotel, which adjoins the grounds. — *Bicycling News*.

THE *Cyclist* notes the fact that at the sports held in Coventry, 1 July, in aid of the Starley memorial fund, five out of the six prizes given for tricycle races were won on Mr. Starley's masterpieces, the Coventry and the Salvo, the former taking three and the latter two of the prizes, the Salvos also being first prizes.

THE grand meet and races of New England bicyclers at Worcester, on the occasion of the New England fair to be held in that city, will occur on Tuesday, 5 September, and it is time for wheelmen to begin to think about attending. The Worcester clubs have again undertaken the direction of the affair, and will of course make it the meet of New England.

A THREE-MILE amateur bicycle race is to be run in connection with the picnic sports of the Sons of St. George at Ridgewood Park, New York, Monday, 31 July. Race sanctioned by the L. A. W. and under League rules.

THE Manhattan Bicycle Club are to have a ten-mile contest in their club races next fall.

RACES under the auspices of the Pacific Wheelmen's Association were announced to take place at the Olympic Club Grounds, Oakland, Cal., last Saturday.

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.]

Marietta.

Editor Bicycling World: — The members of the Marietta Bicycle Club indulged in a run to York and back last Sunday. We started in full uniform at six o'clock sharp, taking the towpath to Columbia rather than climb the hills. We found the towpath stony at places, but managed to keep our saddles. The long bridge over the Susquehanna River,

from Columbia to Wrightsville, was rough, on account of the planking being crosswise. After leaving Wrightsville, we had three tough hills to ascend, but otherwise it is the best road in this neighborhood. The boys made a fine appearance as they wheeled down the streets to the hotel, where, after a drill, we dismounted at nine o'clock. A large crowd of curious people soon gathered about the hotel, and remained with us examining the machines and asking questions. We returned in the cool of the evening, enjoying the ride very much.... Messrs Elmer E. Lindemuth and David K. Mehaffey rode to Gettysburg last week, *via* York. They report the road between the two towns from fair to good. They were obliged to walk four miles over South Mountain. SECRETARY.

MARIETTA, PA., 20 July, 1882.

Montreal.

Editor Bicycling World: — Doubtless you may imagine my bark has all left me; but I assure you such is not the case, and I send you the following as proof of it.

Our club is in a fairly flourishing condition at present, although some of our mounted men, presumably "active members," are anything but active, and rarely give me a chance to snap at their heels, a pastime I take great delight in (and what dog would blame me?) For the season ending 30 June we have had twenty-seven rides, with an attendance of three hundred and seventeen men, making an average attendance of almost twelve to each ride. The largest muster was twenty-four and the smallest three.

Our mileage for the season is 265 $\frac{1}{2}$ miles. This amount would, I think, have been as large again, had it not been for our having so many wet Saturdays, which has prevented us from taking extended tours through the country. The seven highest individual mileages are: R. Campbell, 168 $\frac{1}{2}$ miles; J. Trotter, 164 miles; H. S. Tibbs, 150 miles; D. B. Holden, 148 miles; H. MacCulloch, 139 $\frac{1}{2}$ miles; J. D. Miller, 138 miles; H. Joyce, 137 $\frac{1}{2}$ miles.

The concentrated wisdom of our club, as represented by our committee, have had eighteen meetings; largest possible attendance, 126; actual attendance, 106.

The machines used by our riders are: Sanspareil, 14; D. H. F. Premier, 8; Special Royal Canadian, 6; Royal Canadian, 5; Pilot, 4; Berkshire, 2; Club, 2; Howe, 2; No. 0 Premier, 2; Timberlake, 1; Stanley, 1; Duplex Excelsior, 1; Florentine, 1; London, 1; Meteor, 1; D. H. F. Challenge, 1. And the sizes are: 48-inch, 3; 50-inch, 11; 51-inch, 3; 52-inch, 21; 53-inch, 2; 54-inch, 8; 56-inch, 2; 58-inch, 2.

We intend holding our second annual race meeting on Sept. 2, when we will be happy to meet any of our American cousins or others, and can promise them a good time. I repeat my challenge of last year to run any dog of my own size and weight any distance from one to one

hundred miles, for any amount he may choose; and if this challenge is not vague enough, tell me, and I will make it more so. Caninely, THE CLUB DAWG.

MONTREAL, 22 July, 1882.

A Suggestion.

Editor Bicycling World:—A few days since I had occasion to take my cyclometer apart, and upon looking through the movement was much surprised to see that the wheels and pinions had been "soft-soldered" together, and that the "soldering fluid" (muriate of zinc) not having been properly cleaned off, had rusted the pinions in a shameful manner. Thinking mine might perhaps be an exceptional case, I have since examined several others, and found them all in about the same condition. I am at a loss to know why the makers should consider it necessary to use solder at all, as the wheels of clocks, which are subjected to a much greater strain, are staked and riveted, and when properly done never come loose. I would advise owners of these otherwise very satisfactory instruments to examine theirs, and if they find the pinions rusted, to apply a small quantity of kerosene oil to them, which will arrest the progress of the rusting; and I would respectfully advise the makers to give up the practice of using solder, and have the wheels staked and riveted on the pinions, as there is little or no strain on any of the wheels,—certainly not enough to loosen one if properly fastened in the beginning. G. W. H.

POUGHKEEPSIE, July 21, 1882.

EXCURSIONS, RUNS, ETC.

Through the White Mountains on the Wheel. III.

OUR object in visiting Jackson was to make it a base of operations in exploring the Ellis River valley with its natural wonders, and to ascend Mt. Washington from the east. The Glen Ellis House having been recommended, we made it our headquarters for two or three days. Alas for the recommendation! We found it too literally "small potatoes and few, etc." Let the tourist try Thorn Mountain House.

JACKSON.

1. A good loam road. Level or slightly up grade. Good country riding. No dismounts necessary.

2, 4. Soil same as 1. Level or long up grades. Road gets very narrow and rounded. Tedious riding on account of length of hills. Mostly rut riding. Occasional dismounts necessary on account of grade.

5, 8. Loam somewhat loose. General up grade with some steep unridable hills. Rut riding. Frequent dismounts necessary on account of grade and looseness of surface.

Summit of Pinkham Notch. Road very narrow and hemmed in by dense forests.

9, 12. Loose loam, becoming loose gravel and then sand. Sharp down grades which require cautious riding. Fair riding until near the Glen House, where it is three inches deep sand.

GLEN HOUSE.

Upon the whole this is a hard ride, between the hills and the loose surface. Probably the average rider would walk one quarter of the distance going up and one eighth returning. About the eighth

mile look out for a guide board on the right hand directing to Glen Ellis Falls, and at ten miles another on the left hand to Crystal Cascade. Arriving at the Glen House, the tourist will find himself at the very base of the mighty mountain monarch which he has seen towering over the forest-bound road for the last half of his journey, and whose majestic height he has come to scale. He will need generous preparation of rest and refreshment if he ascend, as he will, in the only manner worthy a wheelman, by the old path and Tuckerman's Ravine. There are three ways of making the ascent on this side: by the carriage road all the way; by Crystal Cascade and the ravine; and by the carriage road, path, and ravine. We chose the latter, having visited the cascade and intending to descend by the carriage road. Leaving the Glen House at three o'clock we took the road as far as a sign board "Tuckerman's Ravine," two miles, where the path strikes out through a venerable forest skirting the base of the mountain. Soon the path begins to ascend; up! over mossy rocks, through the gray old trees, ever up! until we reach the banks of a tumbling brook whose course marks our path for another mile. Vegetation, changing in character as we ascend, now becomes scanty, and the trees are stunted and sparse, affording occasional glimpses of the narrow valley below, Carter dome on the other side, or the grim towering portals of the ravine above. Urged on by the lateness of the hour, we pressed forward, soon emerging from the trees and finding an abrupt ascent of half a mile over a mass of bowlders which appear to have been swept out of the gate of the ravine as with a titanic broom, and slid down the mountain side in a tremendous avalanche. Up! over these masses we climbed, the vast chasm yawning above us, and the naked rugged flanks of the mountain sweeping away on either hand, thousands of feet down into the valley. At last we stood within the ravine, viewing its magnificent desolation. On each side are nearly perpendicular walls more than a thousand feet high, sweeping back into the heart of the mountain in a regular horseshoe curve, forming a stupendous amphitheatre. We followed the bed of the stream for another half-mile up the ravine, the sheer curving precipice hundreds of feet high frowning upon us, apparently defying further progress. It is impossible for the explorer approaching the foot of this continuous perpendicular cliff to imagine any means of exit except a return by the way he came; yet upon reaching the head of the ravine, he will find a series of shelves and recesses by which he may climb to the crest of the cliff without serious difficulty or danger. With night approaching and no visible path out of this ravine, it took some courage for us to struggle up this dizzy height, not knowing the distance or direction of the summit. There was now no turning back; so once more urging our

overtaxed muscles to action, we painfully climbed the great hill of naked bowlders rising at an angle of forty-five degrees before us, and presently the cheering sight of a barn, and then the Summit House itself, is presented to us. One more effort and we are standing on the platform of the hotel watching a threatening black cloud which has curled up over the thin crest of the ravine, and followed us up the cone. Five minutes later and we should have received an unwelcome bath. In the evening the rare good fortune of seeing a splendid cloud effect, with the rising of a full moon and afterwards an unusual display of aurora borealis, was ours. The bracing air, the comfort and good cheer of the hotel with its steam heat, the wonderful sense of elevation and isolation, are to be experienced rather than described. Then the walk down the carriage road the next morning with all the glory of the mountains about us. I count it one of my richest experiences, worthy of ten times the toil.

The distances of this mountain climb are as follows: Glen House by carriage road to Path, two miles; to Ravine two and one half miles; to head of Ravine, one mile; up the cliff, half a mile; crest of cliff to summit, half a mile,—six and one half miles. By the carriage road it is eight miles. We were three hours and ten minutes in ascending, with but one stop of ten minutes. It is almost needless to add that this was painfully rapid; nothing but our apprehension of being overtaken by darkness could have urged us to it, and nothing but bicycle muscle could have enabled us to do it. Not less than five hours should be allowed, and the best plan would be to spend all day, taking a generous lunch. The early and middle part of the day would be spent in the forest, going up the ravine in the afternoon shade, arriving at the summit in time to see the sunset. There is no positive danger in the ascent.

Some caution is needed in climbing the cliff at the ravine's head, as the rocks are wet and slippery, unless the season is unusually dry. The path is plain and cannot be lost sight of. Emerging from the woods, the tourist will find the way marked with splashes of white paint on the rocks every fifteen or twenty feet, so that the path can be followed even in a moderately dark night. We occupied three hours of the next morning in leisurely descending by the carriage road, enjoying in no ordinary degree the exhilarating influences of our surroundings. Returning to Jackson over the road already described, we spent the night there, and next morning, reluctantly turned our M. I. P.'s to the mountain.

Through Long Island.

Editor Bicycling World:—Under this title I described in WORLD of 26 November, 1880, the condition of the roads explored by me the previous summer between Greenport and Brooklyn;

and possible tourists whom this present supplementary account does not satisfy should consult that original report for additional facts.

On the 4th of September last, I took steamer for Flushing, and mounting there at noon, was just an hour in getting to Snell's Hotel at Little Neck, about five miles and three quarters. This stretch of macadam, which is six miles long, and which in 1880 I found in perfect condition, was in poor order in many places on account of ruts and sand. After dinner I went across country by a somewhat winding, but for the most part ridable clay road, till I struck the Jericho turnpike near the Hillsdale railroad station: distance $3\frac{3}{4}$ miles, time 50 minutes. Up the turnpike I went at speed for perhaps two miles or more to the cross roads beyond the asylum, where I turned towards Garden City, reaching Stewart's Cathedral at 3.50 P. M. Forty minutes later I was three miles further, at Greenfield Cemetery, beyond Hempstead. Another similar period of time and space brought me to the flag-pole in Merrick. At 5.30 P. M., while still in the same town, I reached the South Shore Road, and an hour later South Oyster Bay, five miles on. Then a half-hour's sidewalk business in the dust, three miles, to the Douglass Hotel in Amityville, at 7 P. M., making twenty-nine miles for the afternoon. The route between the Jericho turnpike and the hotel had not been tried by me before, and I do not recommend it.

Starting next morning at 6.15, I rode to Babylon, $5\frac{1}{2}$ miles, in fifty minutes, and stopped an hour for breakfast. Then through Bay Shore, Islip, Sayville, Patchogue, and Belpoit to Brookhaven at 1.45 P. M., twenty-five miles of smooth and pleasant riding. Thence away from the shore to Yaphank, in whose vicinity I made several detours, ending at the railroad station at half past five o'clock, with a day's record of $42\frac{1}{2}$ miles. Starting from the same station at four o'clock of the following afternoon, — the afternoon of "the yellow day," — I rode backwards fourteen miles to Sayville, finishing there in the moonlight at 7.30 P. M. Between whiles I had gone by train to Greenport, with the idea of there striking a boat which would take me across the Sound to see the Centennial Celebration at New London and Groton. Disappointed in this, I sat on the shore during the forenoon, peering into the queer yellow mist which obscured a pinkish sun, and listening to the cannon shots which rolled across the water from the far-off celebration. Then I took train back to Yaphank, and mounted as aforesaid for a three hours' ride in the blazing hot air. Right here I may remark that in 1880 I found good riding from Greenport to Riverhead, twenty miles or more, and then took train to Yaphank, perhaps a dozen miles or so, on account of discouraging reports as to the sand. I have been assured, however, by a Brooklyn rider, that this

stretch is by no means a bad one, and that he has more than once pushed his wheel the whole length of the island, from Greenport to Brooklyn, within the limits of a single day. That, let me add, is more than I could do.

Wednesday, 7 September, is memorable not only as "the hottest day of 1881" all along the Atlantic slope, but also as "the hottest on record since 1874." In many places the thermometer marked 100° in the shade for several hours; and as I rode in the sun, I must have been exposed to a heat of from 110° to 125° from 9 A. M. to 3 or 4 P. M. Between 6.07 A. M., when I mounted at Sayville, and 7.05 P. M., when I plunged my burning head into the public fountain at Flushing, the cyclometer recorded 50 $\frac{1}{2}$ miles, and two more miles were added between the ferry and Washington square. This was by far the most severe test my physique was ever put to by bicycling, and I am perhaps entitled to brag because I endured it without any excessive discomfort, and without any subsequent ill effects. The next day I felt rather listless and sleepy, but nevertheless was quite able to get through an average amount of work. That ride was the only one of my experience in which the motion through the atmosphere had no cooling effect. The air itself, as it struck against one's cheeks, seemed blazing hot, as if literally it had come from a furnace. I should be afraid to estimate the amount of water and other liquids which I absorbed that day. I drank at every possible drinking place, and I dashed cold water on my fiery face as often as the chance was offered me.

Stopping an hour for breakfast at Babylon, I kept on the familiar South Shore road to Amityville, just twenty miles; then turned off to the right for Farmingdale, four and half miles; there made another turn left for John Noon's; then a turn to the right and a ride across the plain to Hicksville, five and three quarters miles, at 1.30 P. M. Stopping there a half-hour for dinner at the Grand Central Hotel, a ride of twenty minutes took me to the hotel in Jericho, two and a half miles. The turnpike thence to Jamaica (about seventeen miles, if my memory serves) is usually excellent, hardly requiring a dismount; but on this occasion, by reason of the long absence of rain, the first part of it was quite soft and dusty. Hence it was not until 4.20 that I reached the brick beer saloon beyond the railroad crossing, not far from Minnesota, — a six-mile ride and walk. Thence I rode without stop to Hinsdale, exactly four miles, in exactly half an hour, — this being my longest, swiftest, and hottest spin of the entire day. Then I turned into the cross road towards Little Neck, and made my first stop in fifteen minutes at a well about two miles on. There I learned that no trains were running between Little Neck and Flushing, on account of financial troubles. Thus my plan of taking train at the

former place was blasted, and I was not sure that any train went in extra from Flushing later than seven o'clock. So from Little Neck I speeded desperately along to catch that train, risking my own little neck among the ruts in the gathering twilight. At last I despairingly took to walking and running, and was favored with the whistle of the departing train when I got within twenty rods of the station. However, another left at eight o'clock, and took me with it on its rear platform. Meanwhile I had improved the chance to refresh myself with ice cream, soda water, melons, peaches, and other such things, which the average idiot, who disbelieves in the wisdom of obeying Nature's demands, declares to be deadly indulgences for a man who is unendurably hot.

KOL KRON.

WASHINGTON SQUARE, N. Y., 20 May.

To South Canton.

LAST Saturday evening we accompanied members of the Boston Bicycle Club on a run to South Canton, and we no longer wonder at the frequency of the club's runs in that direction; for the roads are sandpapered the entire distance after leaving the immediate environs of Boston. As the course lies over the Blue Hill range, there is naturally much ascending and descending; the former principally on the outward journey, but the excellence of the road-bed and long and smooth coasts on the other side amply compensate for the climb. The party out comprised Messrs. Dean, Lowry, Woodman, Hodgkins, Edmands, W. T. Underwood, T. Plympton, and "us." The club-house in Union Park was left at 5 P. M., and "Cobb's" was reached at 7.30; or, deducting stops, about two hours' riding time. An excellent supper was served half an hour later, comprising chops right from the mutton, milk right from the cows, eggs right from the hens, bread right from the pantry, butter right from the buttery, blueberry pies right from the huckleberry pasture, and pears right from the preserve jar; and the way these staples and the collaterals evaporated under the focus of eight healthy appetites was a caution to lawn-tennis dawdlers. More than two gallons of milk and three dozen eggs were devoured, while the frequent bellowing of the cows and the constant cackling of the hens could be heard from the adjacent barn in enthusiastic approval of the proceedings. The next morning at breakfast was a modified repetition of the affair, but by noon all except Hodgkins had settled down to normal healthy appetites, although Morris arrived in time for breakfast and so kept our handsome but modest giant in countenance. During the forenoon of Sunday, besides Morris, Turner, Ruggles of the Massachusetts Club, and Messrs. Richards and Wattles joined the party. The brief portions of the day when not engaged at eating were spent by the gentlemen vari-

ously, several running to Massapoag Lake, others to Sharon "cousining," and the more sedate, including ourselves, musing on the beauty of the surroundings, or chatting with "mine host." The wheels were remounted about 4 P. M. Sunday, and the return made over nearly the same route in little more than two hours. Among the notable incidents of the day was the shooting, by one of the gentlemen who joined the party Sunday, of a vicious and troublesome dog, who has long been a source of excessive annoyance to wheelmen over this road, and who attacked the gentlemen as he was passing the vicinity of Ponkapog. He probably did not kill the animal, but his action was very generally approved of. And now we wish to say a word for "Cobb's" house, no less in the interest of bicyclers than in his interest. Mr. Cobb is a pleasant, genial, and painstaking host, sparing no effort to enhance the comfort and enjoyment of his guests. His house is in no sense a hotel or tavern, as generally understood by the terms; there is no "sign," nor would the passer notice that it is more than the residence of a substantial well-to-do farmer: but there is room to entertain a small company, ten or a dozen guests, with food and beds, and these would find everything about it neat and homelike, and could not fail to be satisfied with the quality of the table fare. Mr. Cobb is assisted by his son, a young gentleman who is also employed in this city during the day, while Mrs. Cobb and her daughters manage the affairs of the household. The latter are most agreeable young ladies, and contribute much to the pleasure of visitors by their grace of conversation and manners; and to these must be attributed the unusual ease and confidence displayed by those exceedingly reserved and diffident young gentlemen, Messrs. Edmands, Hodgkins, and Dean, who came out of their shells of bashfulness and fairly glowed and bubbled with smiles and honeyed phrases under the influence of so much beauty and brightness thus thrown upon them. It is really to be hoped that these effects may become lasting in the case of these young gentlemen, because the efforts made by their friends to bring them forward on social occasions are often embarrassing from failure.

Judge Lawrence's Decision.

WILLIAM M. WRIGHT and several other persons were arrested last summer on a charge of violating an ordinance of the Department of Parks, by riding on bicycles in Central Park and other public parks of this city. They were arraigned before a police justice and fined, the offence proved against them being held to be a misdemeanor. They refused to pay the fine imposed, and were committed to Ludlow Street Jail for non-payment. Subsequently their discharge was applied for by a writ of *habeas corpus*, on the ground that the ordinance was unreasonable and void. Yesterday

Judge Lawrence, in Supreme Court chambers, rendered a decision sustaining the right of the park commissioners to make the ordinance. The power of the commissioners, he says, is derived from Section 83 of the city charter, which vests in them all the powers of their predecessors under the Tweed charter of 1876, and which authority gave them the widest discretion for the proper government of the parks. No court, he says, would, in his judgment, be justified in setting aside a provision made by them for the regulation of the parks, except in the clearest cases. Even though were he acting in their places he might not deem such an ordinance necessary, it was not in a legal sense so unreasonable a prohibition as to warrant him in substituting his judgment for the judgment of the commissioners. On the argument much stress was laid on the fact that bicycles were permitted in the parks in Philadelphia and in the streets of Boston and London; but precisely what are the powers of the authorities in those cities did not appear in this case. If they had the powers as the park commissioners here have, the not uncommon spectacle was presented of two bodies having similar discretionary powers differing in judgment as to the mode in which that discretion should be exercised. But in any court it is a sufficient answer to make here that the Legislature has vested this power in the commissioners for the management of the parks, and that with their determination, in the absence of fraud or collusion, the courts cannot interfere. The writ of *habeas corpus* is therefore dismissed. — *N. Y. Times*.

A Sensible Declination.

THE committee on the forthcoming Exposition parade and pageant of the Queen City, Cincinnati, having invited the Cincinnati Bicycle Club to participate, the latter voted not to accept, and the decision was conveyed to the committee in the following note from the secretary, H. S. Livingston:—

CINCINNATI, 19 July, 1882.

MR. AMOR SMITH, JR., *Chairman*:

Dear Sir,—Your request that this club take part in the procession inaugurating the next exposition, and also the address, are to hand. Nothing would give us greater pleasure than to add to the beauty of the procession, which a number of bicyclers would certainly do, to show our citizens the practical utility of bicycles, of which they are, generally speaking, so ignorant. Your address describes in glowing language the progress Cincinnati has made, and the facts which have produced it, but fails to show that the first signs of a city's prosperity are in its streets and highways. Why not in the "representation of the various epochs of the city's history" illustrate the splendid condition of our streets, the elegant drives and boulevards? Of course, as Cincinnati is so much ahead of such cities as Chicago, Cleveland, De-

troit, etc., in "position," "abundant capital," "varied creative skill," and "integrity," we can hardly expect her to pay any attention to such trifling matters as respectable streets. No. Those cities, having nothing else to do, can and do think it "agreeable pastime" to devote a little time and care to the condition of their highways; but such progressive cities as Cincinnati, Paddy's Run, Oshkosh, and Milton Cross Roads,—what care they for streets?

We regret the utter impossibility of bicycling over our thoroughfares, and are reluctantly compelled, therefore, to decline the invitation. Whenever our city is possessed of as much enterprise as such towns as Springfield, Dayton, Hamilton, Xenia, etc., bicycling will become of as much practical benefit here as it is in every other first-class city in the country.

The Central Park Case.

SOME bicyclists of New York concluded, two years ago, to contest the right of the park commissioners of that city to exclude their vehicles from Central Park. The case has just been decided by Judge Lawrence, of the Supreme Court, in favor of the park commissioners. He sustains the right of the latter under the law to pass ordinances for the regulation and government of the parks, and says that this regulation is not so unreasonable as to warrant him in setting up his judgment against that of the commissioners. The bicyclists will now be compelled again to appeal to the common-sense of the park commissioners, and get them, if possible, to repeal or modify their prohibitory ordinance. They can do that now with much greater force than in 1880, for within the two years bicycles have been admitted to the parks of Boston and Philadelphia, and unprejudiced people can hardly say that they have proved dangerous to man or beast. There are quite as many runaway accidents reported in Central Park, from which bicycles are excluded, as in Fairmount Park, to which they have been for some months admitted on equal terms with other vehicles. — *Philadelphia Ledger*.

MESSRS. WILKINS and CHASE, L. A. W. consuls for Manchester, N. H., recently made a wheel trip to Portsmouth, training it to East Epping, and mounting their wheels from thence rode to Exeter, where they were met by four members of the Rockingham Bicycle Club, and after lunch were escorted to Portsmouth by the latter. The next day the Portsmouth boys did the honors in fine shape, taking them to the "Wentworth" at Newcastle, then to Rye Beach, and surf-bathing on the Wallis Sands, to Straw's Point by Little Boar's Head, to Hampton Village for dinner, then to Hampton Beach and back nearly to Exeter, where the hosts bade them adieu, and the consuls kept on to Epping, whence they took train for home, having done about seventy miles on the wheel.

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, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Peabody 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: George Story, 458 Broadway; James Maher, 458 Broadway; David W. Shanks, 643 Madison avenue; Fred. Lathrop, 74 Philip street; Walter W. Cole, 605 Broadway; Henry Gallin, Jr., 283 Madison avenue; Wilbur D. Moore, 633 North Pearl street; C. E. Wendell, 68 North Pearl street; G. F. Brooks, ———; Fred. Michel, 160 South Swan street; G. S. Weaver, 162 Hamilton street, —all of Albany, N. Y.

GERMANTOWN BI. CLUB.—Additional: Simon Delbert, Jr., 1608 Market street; Walter E. Hering, 112 North 12th street; Westcott Norman, care of Bailey, Banks & Biddle, corner 12th and Chestnut streets, —all of Philadelphia, Pa.

NASHUA WHEEL CLUB.—Additional: Carroll A. Chandler, Nashua, N. H.

MONTREAL BI. CLUB.—Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 115 St. Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Uowin; John Law, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, Post-Office Box 728; C. A. LaMothe, 15 Place d'Armes; H. Shaw, 57 Kedpath street; W. W. Starke, care of C. C. Snowden & Co.; John Cassilo, 204 University street, —all of Montreal.

MADISON BI. CLUB.—New: Edward P. Vilas, Madison, Wis.; Charles W. Wells, Milwaukee, Wis.; Fred. W. Curtiss (secretary), Madison, Wis.; Henry W. Hoyt, Madison, Wis.; John W. Cary, Jr., Milwaukee, Wis.; Byron B. Carter, Platteville, Wis.; Howard Bishop, Madison, Wis.; Chas. I. Brigham, Milwaukee, Wis.; John Bunn, Madison, Wis.; Henry Olson, Madison, Wis.; Jamie Van Slyke, Madison, Wis.

KEYSTONE BI. CLUB.—Additional: E. M. Rook, George Grundy, —both of Pittsburgh, Pa.

UNATTACHED.—J. Shepard Pierrepont, Box 539, New Haven, Conn.; Chas. B. Lovejoy, Big Rapids, Mich.; Donald B. Smith, Provincetown, Mass.; Abbott Bassett, 84 Beacon street, Chelsea, Mass.; Frank V. Freeman, Hastings, Minn.; E. R. White, Castile, N. Y.; J. Petee, Jr., South Abington Station, Mass.; W. S. Kelley, 23 Kirk street, Lowell, Mass.; Frank C. Bissell, Neenah, Wis.; Chas. R. Harley, 223 North 20th street, Philadelphia, Pa.; Harry C. Plimpton, Box 1276, Mount Vernon, Ohio.

CORRECTIONS.—*BICYCLING WORLD*, 21 July, "Wm. A. Richards" should be Wm. A. Richardson, 289 State street, New Haven, Conn.; 14 July, "Newton G. Crawford, unattached," should be member Kentucky Bicycle Club; Somerville Bicycle Club, "Fred Smith" should be Alfred E. Smith, 396 Broadway, already member of the L. A. W.

Road Routes.

MEMBERS of the League of American Wheelmen intending touring through New York State may, on application to Director W. F. Gullen, 163 Joralemon Street, Brooklyn, obtain particulars of any of the following road routes:—

Auburn to Rochester, Albany to Hudson, Albany to Mechanicsville, Canandaigua to Elmira, Flushing to Whitestone, Flushing to Little Neck, Greenwich to Salem, Greenwich to Fort Edward, Hudson to Chatham, Hudson to Albany, Long Island City to Newtown, Lockport to Medina, Mt. Vernon to 59th street, N. Y. City, Poughkeepsie to Dover Plains, Poughkeepsie to Greenbush, Poughkeepsie to Fishkill Landing, Rochester to Charlotte, Rochester to Dansville, Rochester to Canandaigua, Rochester to Batavia, Rochester to Fort Hill, Syracuse to Skaneateles, Syracuse to Auburn, Syracuse to Cort and, Syracuse to Cazenovia, Syracuse to Oswego, Syracuse to Oneida, Watertown to Thousand Islands, Williamsburg to Flushing, Yonkers to Kingsbridge, Yonkers to Tarrytown.

"Papa's" Departure.

FRANK W. WESTON, the "father of bicycling" in America, sailed for Liverpool in the "Samaria" last Saturday to attend the great meet of the Bicycle Touring Club at Harrogate next month, where he will also represent the Boston Bicycle Club as a special delegate. He was accompanied by Mrs. Weston, but owing to the lateness of his decision to go, he was unable to organize a party of wheelmen to join him in the proposed English tour. His friends of the club however, determined to give him a good send-off, and accordingly, at high twelve sharp, fifty members, headed by Capt. Hodges and accompanied by about forty-five associate members in heretics, mounted their wheels and started from headquarters, rode to the South Ferry, and taking boat reached the Cunard wharf at about 1.15 o'clock P. M. They made an interesting and imposing sight as they filed along the pier by twos; and as they dismounted and stacked their wheels just opposite the gangway of the steamer, and gave the well-known B-o-s-t-o-n cheer and a "tiger," the genial Frank, who, with his consort, stood on the upper deck, was visibly affected. Capt. Hodges now stepped forward, supported by Messrs. Dalton and Brown, and after a few complimentary words to Mrs. Weston, said:—

"Dear Father: We, your loving children, felt that in your temporary, and we trust brief, separation from us, it would be a source of grateful pleasure and some consolation to look back to this moment, if we came in this order, and in numbers express in direct words our heartfelt wishes for a good voyage and a successful ending of your tour. We are aware that we have little time to waste in words; and so once more, in behalf of your comrades of the Boston Bicycle Club, I will say, Farewell, old man, and may the memory of the boys you leave keep your heart ever green and buoyant, and may the shadow of your absence so temper our spirits that our acts may always accord with those high and noble precepts it has ever been your aim to instil."

The redoubtable Frank seemed for a moment equal to the occasion, as with a countenance glowing with pride and delight he leaned over the rail to respond.

"My children," he began, "never until

this supreme moment have I realized how much of love and affection are entwined, as it were, about the — oh, damn it boys! come aboard and drink the rest!" and he hastily dived below to receive the farewells in the cabin, where the whole company of bicyclers and many friends were speedily assembled, and under the enlivening influence of sparkling champagne, became the joyous and jolly spirits they have always been reputed. Song and speech and story were rapidly alternated with the sonorous convivial refrain, "We—l—l—l—l!" until the bell warned the revellers the moment of parting had come. Then, as all rose with the parting glass in hand, President Pratt waved his hand gracefully for silence, and in a rich voice, sang the following

BALLAD OF BOSTON.

The sky was fair, the sea was calm,
And the lazy steamer lay
Like a dozing whale beside the pier,
All on a summer day;
And odors rose from the harbor.

The captain stood by the taffrail jamb,
The crew the capstan manned;
The boatswain piped his whistle low,
And waved his tarry hand.
For the wind is uncertain, and the sun, perhaps,
And it's hot as love down the harbor.

The chief mate shouted, "Belay the gaff!"
The sailors the gaff belay,
While the warm sun glints on a hundred sails
Far off on the outer bay.
For the bicycle boys are jolly chaps,
But the wind is uncertain, and the sun, perhaps,
And there's kerosene oil on the harbor.

And matrons leaned o'er the after guards,
And maidens mused on the quay,
And the mariners sang as the windlass swang,
And the landsmen gazed on the sea.
And the Bostonians lifted their starry caps;
For the bicycle boys are jolly chaps,
And the wind is uncertain, and the sun, perhaps,
When the good ship steams down the harbor.

Then one more toss of the bright champagne,
And three times three for papa!
And never may he forget that we
His dear loved children are.
Now the whistle screams, and the canvas flaps,
And the wheelmen are waving their starry caps, —
For the bicycle boys are jolly chaps;
But the wind is uncertain, and the sun, perhaps,
Though the vessel steams out of the harbor.

The boys then emptied their goblets, and each filed past Mr. Weston to exchange the last hand clasp and went ashore; remaining on the wharf, however, until the steamer was well down the stream, and frequently sending their cheers, as long as they could be heard. Among those present who were not wheelmen, was his Honor Mayor Green, Senator Hoar, Gen. Butler, Collector Worthington, Rev. Phillips Brooks, A. Bronson Alcott, and other distinguished personages.

CURRENTE CALAMO

Who got elected?

HUGH WILLOUGHBY is at Saratoga.

EDW. W. POPE is summering at Pigeon Cove.

W. W. STALL is vacating at Mattapoissett.

MR. and MRS. LOUIS HARRISON have gone West, young men.

S. T. CLARK of the Maryland Bicycle Club was in Boston last week.

"HANDSOME ERNEST" of the Bostons has joined the Benedictines.

CAPT CLARK of the Kings County Wheelmen has resigned his office.

MEMBERS of the Chelsea Bicycle Club went to Allandale Springs, Sunday.

PRESIDENT C. E. HAWLEY of the Capital Bicycle Club is at Mamaroneck, N. Y., with his family.

BARON ADOLPHE ROTHSCHILD of Paris has recently ordered a "Fleet" double-driving tricycle.

WHY the interrogation (?) after "To be used by Experts," in the Pope Manufacturing Company's advertisement in the *Wheel*?

SECRETARY COLLISTER of the Cleveland Bicycle Club has our acknowledgment for the receipt of a copy of the club constitution and by-laws.

PRESIDENT MILLER, L. A. W., has built a six-lap track on his own land for the benefit of Columbus wheelmen, and the Buckeyes find it very convenient.

MR. DANIEL KELLY and his son, H. P. Kelly, both of the Philadelphia Bicycle Club, are spending a vacation in New England, and were in Boston the first of the week.

FRED. JENKINS of New York was present at the wharf to exchange farewell with Mr. Weston. Mr. Jenkins spent Sunday in Portsmouth, N. H., with the genial Hazlett.

WE cordially thank the Maryland Bicycle Club for an invitation to attend the "musical smoke" at their club-house, to-morrow evening, and regret that we are unable to avail ourself of it.

MESSRS. STODDARD & LOVERING have recently imported two "Extraordinary Challenge" bicycles, with ball bearings, and several other improvements, for Mr. W. V. Burt, of the Boston Club; and they are very handsome machines.

WE notice an improvement recently in the Boston *Sunday Courier's* bicycle department. Hitherto it has been too one-sided in its consideration of wheel matters, indicating that the reporter got his information all from one source, both in relation to bicycles and bicycle riders.

WE corrected a statement in the Boston *Courier* about the machine ridden by Prince in the ten-mile race in Baltimore; and now the Cunningham Company correct us by stating that Prince did not ride a British "Invincible," but that he rode a "Yale" light roadster, a wheel on which all his principal races in this country have been won.

DR. HARWOOD of Worcester was in town last Saturday, studying saddle springs, a subject well worth the attention of riders as well as manufacturers, for not one of the many now in use is perfectly satisfactory. We understand

the doctor's new mounting step, which is unquestionably the best yet invented, can now be furnished to a limited extent.

MR. E. K. HILL's descriptions of his last summer's White Mountain tour is bearing fruit in complimentary notes from correspondents, and in promoting a desire on the part of many wheelmen to spend their vacation in a similar way. Consul Wilkins, of Manchester, N. H., writes: "The White Mountain articles just hit me solid. Shall put in my vacation up there in September."

ON Sunday, 16 July, W. H. Edmands and S. M. Turner of the Boston Bicycle Club rode from Roxbury to Gloucester and return, a distance of about ninety miles, and experienced comparatively slight fatigue. This is a pretty good pull for a summer day, although the roads from Cambridge to Gloucester are of the sandpapered variety; but from Roxbury to the latter place there is much hard and tedious riding to be got over.

QUADRUPLE-U STALL is disporting himself among the crabs and mermaids at Mattapoisett. He writes us that the roads are unbicyclable, by reason of sand and rock, and that between the intervals of jumping about the beach and yelling he guides the fairy fishing scow over the white caps of Buzzard's Bay, or listens to the temperance talks by Rising Sun Morse. He also tells the salt-soaked natives wonderful bicycle stories.

AN interesting case was commenced in Westminster, Carroll County, Md., before Judge Crapster, last week, in which Col. W. P. Maulsby of that city charged R. F. Foster of Baltimore with obstructing the main street of the former by riding a bicycle to the frightening of the plaintiff's horse. The evidence so far as submitted went to show that Col. Maulsby was more scared than the horse, and used insulting language to the bicyclist, who rode on without dismounting, no damage being done the plaintiff beyond ruffling his dignity. Col. Maulsby assisted in conducting his own case, B. Howard Haman of Baltimore appearing for the defence. The case was continued until Tuesday of this week.

WE have since learned that at the trial Tuesday, Judge Crapster dismissed the case, the claim of obstruction being proved groundless. Mr. Foster has now entered suit against Maulsby for malicious prosecution, in the sum of \$10,000.

THE Tricyclist's Indispensable Annual for 1882, by Henry Sturmey, is received, and like its predecessor of 1881 is a most interesting, valuable, and complete descriptive catalogue of all makes of tricycles worth noticing. It maintains the author's reputation, acquired by his Bicyclist's Hand-Book, most thoroughly, and the legion of wheelmen so familiar with the latter need not be assured of the advantages to be derived from consulting it. It contains everything that can be thought of about the three-wheelers, and every tricyclist or bicyclist at all interested in the subject

should have one for handy references. An analysis of the tricycle" covered over ninety pages of the book, and forms a chapter of great value, as well as interest. The work contains descriptions of over two hundred machines, together with cuts of a majority of them; and in addition the author has given instructions and suggestions on the selection, management, and care of tricycles, which alone are well worth the cost of the book. There is also a table of last year's tricycle races, and a record of notable rides, together with a list of machines and makers.

BOOKS AND PAGES

THE *CENTURY*.—The August or Midsummer Number of the *Century* is as rich and handsome (between the covers) as we might have expected, and will prove a welcome companion on both long and short excursions. A fine portrait of Richard Wagner forms the frontispiece, and a paper by J. R. G. Hassard tells how the great composer made his operas. The illustrated articles are all entertaining as usual, and are profusely embellished, too. The first of these is "The Border Lands of Surrey," by Alice Maude Fenn, and the pictures are by Harry Fenn. "The American Museum of Natural History," by J. B. Holder, is a charming study, and Sylvester Baxter's "An Aboriginal Pilgrimage" gives a brief and entertaining account of some of the incidents of the Zuni's Eastern trip. Wheelmen will be interested to know that Mr. Baxter is an enthusiastic bicyclist, a member of the Malden Bicycle Club, and that one of the illustrators of his paper is W. C. Metcalf of the Boston Bicycle Club. Cosmo Monkhouse contributes "Some English Artists and their studios," and the illustrated articles close with "Steam Yachting in America," by S. G. W. Benjamin. Besides Mr. Howells's and Mrs. Barnett's serials there is a short story, "The Phantom Sailor," "The Personal History of Garibaldi" (with portrait) is a timely and interesting paper by Mrs. E. D. R. Bianciardi, and E. V. Smalley begins a series on "The New Northwest," the present paper dealing with Dakota and the Yellowstone region. The editorial departments, Home and Society, etc., are instructive and entertaining as usual, the former reviewing in the light of new information the condition of the controversy over the Censola collection in the Metropolitan Museum.

OUR LITTLE ONES.—This pretty little monthly for August is a remarkably pretty number, the frontispiece, "Coming Home," being as handsome a piece of engraving as we ever saw; while other especially charming pictures are "Willie and Pussy," "Little Josh," "Little Cotton Pickers," "A Friend in Need," and "The Squirrel Robbed." But there are many pretty illustrations and stories beside to please the "little ones," as this welcome magazine always does. Russell Publishing Company, Boston.

ST. NICHOLAS for August is largely made up of travel and adventure, both story and history, and is especially nice reading for the holidays. Among these are "How Burt went Whale-hunting" in Norway; "Mrs. Peterkin in Egypt"; "Hassan's Watermelon," a Turkish tale, an amusing poem, "The Punjaubs of Siam," and James Baldwin continues the "Stories from the Northern Myths," with an account of "How Siegfried Returned to Isestein," accompanied by a powerful full-page picture by Blum. Then, with "A Visit to the Home of Sir Walter Scott," are a number of new interior views of Abbotsford, engraved from photographs. Paul Fort's story, "The Mysterious Barrel," contains some capital yarns by an old sea captain. "How a Hoosier Boy saw the Tower of Pisa" is not only interesting and exciting, but true. "The Cloister of the Seven Gables" is an old-time story of the Servian kings, and "Summer Days at Lake George" brings us with a jump to America and to-day. Besides these is a sailor-boy story of an American lad who went to Portugal and took part in a bull-fight.

"PAADLE AND PORTAGE" is the title of a second volume of touring in the Maine Woods by T. Sedgwick Steele, author of "Canoe and Camera," and like that entertaining work, is elegantly printed and handsomely and profusely illustrated. In fact, its attractive appearance tempts one to take it up eagerly, and when once in hand it is not easily laid down again until it is read. Aside from the fascination of the subject of hunting and fishing in itself, Mr. Steele's racy and independent style, although at times saveering of the egotism which seems inseparable from all enthusiastic devotees of field sports, enlists the constant and amused attention of the reader to the sequence of each adventure, while the large, clear type and tinted pages make the letter-press as comfortable as it is agreeable to the eye. A map of

Northern Maine accompanies the book. Mr. Steele, besides being a lover of woodland sports, is a wheelman also, and president of the Connecticut Bicycle Club of Hartford, and intends to spend a month of the present summer at Jefferson, N. H., and vicinity, and will alternate trout among the mountain streams with bicycling over the mountain roads; so that some day we shall expect to read his "Bicycle, Rod, and Lens," because the facile wheel will permit the rider to carry a fishing rod as well as a Waiker's Pocket Camera on these little excursions. "Paddle and Portage" is published by Estes & Lauriat, Boston.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. By P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

BICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmev, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

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

THE "INDISPENSABLE" BICYCLISTS' HAND-BOOK for 1881, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.—A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CURTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with Special regard to Bicyclists," by H. L. Curtis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

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THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

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.

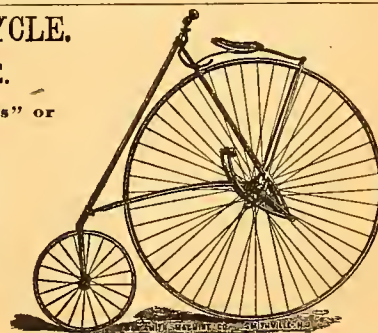
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Le Sport Velocipedique, Paris (weekly).....	1 75
Bicycling News, London, England (weekly)...	3 50
Bicycling Times, London, England (weekly)...	3 50
Tricycling Journal, London, England (weekly)...	2 00

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