

# THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William G. Gilman, Editor.

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Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.



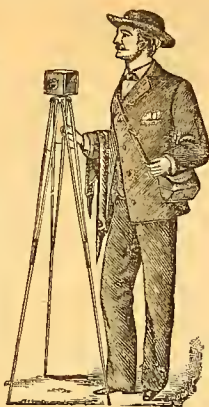
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Warranted to record accurately on a bicycle all distances from one hundredth of a mile to one thousand miles. Positive action, cannot be jarred backward nor forward; readily attached, can be used with hub lamp; weight 2 1-2 ounces.

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Nickel-plated and well finished, price \$4.00.

FREDONIA, N. Y., April 8, 1882.

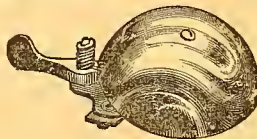
FAIRFIELD & TAYLOR: Gentlemen, - I enclose a money order for \$4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it very rough riding. I feel satisfied, and will recommend it to my friends.

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2 1/4 inch. Boys' Nickel-plated Bell.....\$0 50

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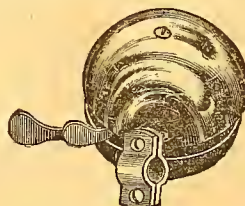
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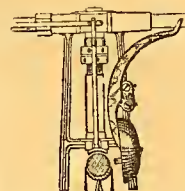
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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Pat. Sept. 13, 1881.

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With garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00. Small size, enamelled, a neat dress pin, \$2.50. Best finish with small diamonds, \$15 to \$25 and upwards.

The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

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## FOR SALE OR EXCHANGE

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

**FOR SALE.** - 56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

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**FOR SALE.** - An Andrews Health Lift. Nickel-plated. Cost \$30. Will be sold for \$10. Address "B," this office.





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, postpaid, at the following rates: —

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

Foreign subscribers 25 per cent advance on these rates, to cover postage.

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Cunningham Co., Odd Fellows' Building, Boston.  
New England News Co., Franklin St., Boston.  
W. C. Scribner, 1103 E St., Washington, D. C.  
American News Co., 39 Chambers St., New York.  
H. B. Hart, 813 Arch St., Philadelphia.  
John Wilkinson Co., 77 State St., Chicago.  
Fairfield & Taylor, cor. State & Van Buren, Chicago.  
Richard Garvey, 407 Chestnut St., St. Louis.

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, 2 JUNE, 1882.

#### BICYCLERS' RIGHTS.

WE are often asked to furnish information regarding the legal rights of wheelmen, from parties in places where the legal authorities are narrow enough to place restrictions upon riders. We have published many articles covering the points referred to by our correspondents, and must refer them to our files for the information they seek. The rights of bicyclers have always been supported by the courts, but at the same time riders are obliged to comply with every rule needed for the safety of others. So long as a wheelman exercises due care and caution, the law will furnish him the same protection that it gives to the driver of a carriage under the same circumstances. The highest court of England has decided that "the bicycle is a carriage, and the propulsion of it by means

of a person seated on and carried by it is a driving of a carriage." Town or city ordinances which prohibit the use of a bicycle on a public highway cannot stand. If any person still doubts, let him turn to 21 Illinois Reports, p. 552, and reflect on what Mr. Chief Justice Caton said in rendering an opinion of the highest court in that State: "A street is made for the passage of persons and property; and the law cannot define what exclusive means of transportation shall be used. To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age."

#### EXPLANATORY AND APOLOGETIC.

A FEW weeks since we printed an editorial entitled "Amateur Racing," which, being written under the impulse of impatience at the seeming arrogance and assumption of superiority on the part of the national organizations of amateur athletes in England and America in their relations to bicycling, was somewhat hastily prepared, and contained expressions likely to convey a meaning never intended. Had our attention been properly called to the offensive construction which would naturally be put upon some of our statements, we would have willingly and promptly explained and modified them; but a writer in one of the best conducted and most reliable sporting journals in this or any other country, and (if we rightly guess his identity) himself a well-known and esteemed gentleman and one of the best and most reliable of critics and advocates of popular sports, immediately accepted these offensive constructions, and in a very unjournalistic manner, and in more ungentlemanly language, directed a tirade of abuse at the editor of this paper, instead of a calm and dignified refutation of our article, which would seem to indicate that the same indiscreet and indignant haste actuated his response that inspired our offending editorial; but he excelled us in pointedness and clearness of expression, as not one of his epithets could possibly be misunderstood.

We had not intended to take any notice of this, but to simply apologize for our seeming reflection on the character and

abilities of the many gentlemen so honorably connected with the world of sports whom he cites in his article, not one of whom but we should esteem it an honor and an advantage to have the services of as an officer at a bicycle race. But his article was commented on in several English sporting journals, naturally to our discredit, and by a writer in one of them so coarsely as to seem to justify in his case at least the worst construction which any expression of ours was capable of, so that a prominent and highly esteemed wheelman, and one of the ablest writers for the English bicycling press, was constrained to rebuke him and generously speak a word in our defence. In justice, therefore, to our voluntary champion, we deem it proper to confess our error in failing to discriminate, in our term "general athletics," between collegiate and the comparatively few regularly organized and recognized athletic associations connected with the National Amateur Association (like the Union Club of this city, for instance, which we know embraces as good a class of young men as any community can boast, and which is sustained by one of the most practical of Christian institutions in the world), and the host of mal-organized and ill-disciplined "clubs" which, from the frequency and noise of their exhibitions as well as from their personal and social characteristics, are most objectionably conspicuous, and with whom wheelmen participating in combination entertainments are necessarily brought in contact. Our most objectionable and admittedly indiscreet phrase, in relation to the unreliability of non-bicycling officials and tracks, was certainly not intended to mean the managements of standard athletics, either amateur or professional, these not being in our thought at the moment, but referred solely to the numerous extempore shows and agricultural-fair games constantly tempting our wheelmen throughout the riding season. So far from disapproving of bicycle races being officered by men identified with other branches of popular sports, those who know us best know that we have often urged the desirability of securing one or more of these in the lists of judges and scorers for races in this vicinity, on the ground of the comparative inexperience of wheelmen in racing matters; and we have several times given offence to the local clubs for criticising, in this paper, their management.



This article is written and will be in type before we know what action will be taken at the League meeting on the pending question of uniting the amateur racing eligibility of our organization with that of the N. A. A. A. ; yet, inasmuch as at present and probably for some time to come the interests of both must more or less coincide, we sincerely trust that some amicable mutual arrangement will be effected which will more clearly define and establish the status of our racing men.

## 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.]*

#### CHelsea BI. CLUB, JUNE:—

Friday, 2. Moonlight run. Headquarters 7.15 P. M. Winthrop.

Sunday, 4. Hingham. Rendezvous at Ferry, 9 A. M.

Sunday 11. Nahant. Rendezvous at Cary square, 9 A. M.

A HOLYOKE (MASS.) correspondent, J. S. Newton, writes that the interest in wheeling in his community is rapidly increasing. The club was formed last September with eight members, and this spring there are more than twenty wheelmen there, most of whom belong to the club. They have frequent runs, generally turning out eight or more riders. The uniform is dark-green cadet coat and knickerbockers, and hat, with drab stockings. The roads, except towards Springfield, are rather poor, but they make the best of them. They expect such an increase of membership this season that the club will be able to secure permanent headquarters, and reduced hotel rates have been secured for visiting wheelmen.

CAPT. GEO. H. STRONG of the Oakland (Cal.) Bicycle Club writes that his club, with a large delegation of the San Francisco Club as guests, made an enjoyable run recently to Hayward's, fifteen miles. The whole, numbering thirty-one riders, were marshalled in two divisions, under the command respectively of Charles A. Butler of the San Francisco Club and Lieut. W. H. Lowden of the Oakland Club, the whole under Capt. Strong of the Oakland Club. Mr. Callingham, late sub-captain of the City of London Bicycle Club (England), courteously accepted the position of bugler, and filled it very satisfactorily. Shortly before 10.30 the cavalcade passed through the streets of Oakland across 8th street bridge, through Brooklyn and out upon the San Leandro road, making the first halt at Dieves's (five miles), where a plentiful supply of milk and soda had been provided. At San Leandro (nine miles) similar refreshments were had, and Hayward's was reached without any accident

at 12.30, and at one o'clock the riders sat down to lunch at Oakes' Hotel, enjoying a quiet smoke in the garden afterwards. Some fancy riding was indulged in, the group photographed, and shortly after two o'clock the start was made for home, the majority of the riders taking the train at an intermediate station. The roads were never in finer condition, and all voted it the finest run of the season. The joint annual trip of the two clubs to San Jose was to take place shortly, if the weather proved propitious.

CHARLESTON, S. C., BI. CLUB.—At our meeting last night, the following gentlemen were elected active members of our club: Theo. Nathan, Geo. L. Holmes, Jr., J. S. Whaley, J. P. DeVeaux, Jr., and A. J. Salinas. We have written to the only two clubs we know of in our section of the country, to get them to join in our June parade and races, and we hope by so doing to advance bicycling down here. Our club now is in good condition, and we hope that should any wheelmen pass this way, they will make themselves known, and we will do all in our power to make their visit pleasant. B. B.

PHILLIPS BI. CLUB.—At a recent meeting of the Phillips (Andover Academy) Bicycle Club, the following were elected officers for the rest of the school year: Captain, A. J. du Pont; first lieutenant, W. A. Nettleton; secretary and treasurer, W. B. Segur. A uniform of League gray coat, shirt, and pants, with navy-blue stockings and cap, has been adopted. Our membership at present is fifteen. 1415.

A CORRESPONDENT in Hamilton, Ont., writes that a promising club has been formed in that place recently, comprising some of the most energetic and respectable young men in the community, and they have tri-weekly runs well attended. The uniform is dark-blue coat and breeches, with stockings and polo caps to match, the club monogram on the latter. Club colors are old gold and cardinal. A grand bicycle display is to be made there 1 July, to which all wheelmen are cordially invited.

THE MASSACHUSETTS BICYCLE CLUB.—An exceedingly pleasant affair occurred at the residence of Col. Albert A. Pope, one of the original members of the Massachusetts Bicycle Club, and its first president, at his residence in Newton, on Wednesday evening, 24 May. Between thirty and forty members of the club were present in full uniform, a large number of them riding on the wheel from Boston to Newton, arriving at Col. Pope's residence at 7 P. M. The ride was made in form, and the club presented a fine appearance. The members who did not ride out on machines went on the train, and took their ladies with them. After an elegant supper had been disposed of, a musical entertainment of a rare degree of excellence was enjoyed by the guests. The genial colonel lent his aid to the musical num-

bers, as he modestly remarked, "by way of contrast." After the entertainment the wheelmen returned to the city by moonlight.

## L. A. W. MEET

### L. A. W. Meet.

#### CHICAGO ENTERTAINS THE WHEELMEN.

MONDAY.—The Annual Meet of the League of American Wheelmen has passed into history. We shall give a full report of the proceedings in our next issue, and this week will content ourselves with a brief summary of the events.

Monday morning was devoted to the reception of the visiting wheelmen. In the afternoon the bicyclists, to the number of 150, under the lead of Commander A. S. Marsden of New Haven, rode in line through the principal streets of the city to the Chicago Driving Park, where the races took place. The two-mile race was won by W. A. Friese of the Milwaukee Club in 8m. 55s., beating J. J. McKeon of Windsor, Ont. Arthur Young of the Missouri Club of St. Louis won the mile race, both heats, in 4m. 10½s. and 4m. 2½s. The slow race of 100 yards was won by Ed Brown of Chicago; time, 3m. 16s. The quarter-mile dash was won by Clarence H. Jenkins of Louisville, Ky, in two straight heats; time, 46½s., 46½s. During the races an exhibition drill was given by the Milwaukee Club.

TUESDAY.—It was 10.30 before the wheelmen started on the grand parade from Lake Park. The weather was bright and clear, and the bicyclists presented a fine appearance as they spun along the concrete walk on Michigan avenue, amid the cheers of the throngs of spectators which lined that thoroughfare. The procession was headed by Maj. Nevins's band in a band wagon. Next came a platoon of mounted police followed by Commander Marsden, the division commanders, and the aids, all of whom were saluted as they passed along the line of wheelmen, waiting their turns to fall in. First came the Boston Bicycle Club, of nine members, in a neat uniform of dark green. Following them were four members of the Massachusetts Club, in handsome uniforms of blue. Next came representatives of the Chelsea and New Haven Clubs, followed by eight members of the Falls City Bicycle Club of Louisville, in their handsome costume of blue shirts and brown corduroy knee-breeches. The Chicago Bicycle Club, sixteen strong, then wheeled into line, in their neat gray uniforms, and were followed by a quartet from the Pittsburg Bicycle Club, in suits of brown corduroy. Three delegates from the Providence Club came next, and the Cincinnati Club, fourteen in number, in their rich uniforms of dark-green velvet, spun along, attracting general admiration. After the Grand



Rapids quintet, in white flannel suits and brown knee-breeches, came the Aeriels of Chicago, fourteen in number, neatly uniformed in suits of drab corduroy. Then came a sextet from the Cleveland Club, in tasteful uniforms of black cloth, red hose, with naval caps trimmed with gold lace. The second division was led by the Milwaukee Club, eighteen in number, and they received hearty plaudits for their fine display. Their uniform is a green cloth jacket, gray knee-breeches and stockings, and green felt polo hats. Next in line was the Champion City Bicycle Club of Springfield, Ohio, ten in number, costumed in dark-green velveteen with red hose and green polo hats, trimmed with a gold band. The Hermes of Chicago followed, with ten young men in uniforms of drab corduroy, with blue caps. The Meteors and Detroit of Detroit came next, making a good showing; and following them was the Missouri Bicycle Club of St. Louis, with fourteen men in white flannel shirts, brown knee-breeches and brown caps. The Fond du Lac Club was represented by two members, the Keokuk Club by five men in blue uniforms, the Piqua (Ohio) Club by six men in gray suits, and the Freeport and Rockford (Ill.) Clubs by twelve men neatly uniformed. The unattached wheelmen brought up the rear of procession. Immense crowds cheered the wheelmen all along the line. Rain in the afternoon prevented the marine bicycle races, and they were postponed until Wednesday.

The business meeting of the League was held at the Grand Pacific Hotel, Vice-President J. M. Fairfield of Chicago in the chair. Frederick T. Sholes of Cleveland was appointed recording secretary *pro tem*. The corresponding secretary, Kingman N. Putnam of New York, read the annual report, showing that since the last meeting seven hundred and ninety-seven applications for membership had been made, two hundred and twenty-eight being from unattached wheelmen, and the remainder from forty-two bicycle clubs. Large accessions had been made from the West. Dillwyn Wistar, treasurer, submitted his annual report as follows:—

Treasurer's Report to League of American Wheelmen for Year Ending 30 May, 1882.  
From 27 May, 1881, to 30 May, 1882, both Dates Inclusive.

Dr.

To balance on hand 27 May, 1881...	\$218 56
" cash dues from members (including \$16 twice paid and subsequently returned).....	925 00
" cash admission fees (including \$13.50 overpaid and subsequently returned).....	622 00
" cash deposits on badges issued...	377 25
" cash balances from Ex-Secretary Parsons, as per various accounts rendered.....	33 85
" cash from Cor. Secretary Putnam (balance returned by committee on N. Y. L. A. W. races of October, 1881).....	54 00
" cash account sales of L. A. W. Hand-Book (as per various accounts rendered).....	56 84

} Carried forward.....\$2,287 50

Brought forward.....\$2,287 50

To cash returned by treasurer, being difference between amt't voted (6 October, 1881), by board of directors (\$250) for clerical assistance to treasurer, and amt't actually paid (\$108.50), viz.....	141 50
" cash interest on deposits in Provident Life and Trust Company of Philadelphia.....	12 92
	\$2,441 92

CR.

By cash paid for various expenses of corresponding and rec. sec.'s...	\$388 02
" cash paid for L. A. W. badges, consular "C's" and engraving...	421 25
" cash allowance to treasurer, by vote of board of directors (6 October, 1881), for clerical assistance.....	250 00
" cash paid K. N. Putnam, chairman race committee, for expenses of L. A. W. races in New York, October, 1881.....	305 00
" cash paid C. P. Shillaber, treas. Boston L. A. W. entertainment committee, sundry expenses of Boston Meet, 30 May, 1881.....	105 00
" cash paid G. P. Putnam's Sons, N. Y., for 620 copies L. A. W. Hand-Book.....	199 40
" cash paid H. R. Robinson & Co. of Boston, per E. C. Hodges, chairman of committee for L. A. W., consular and hotel certificates, etc.....	48 25
" cash returned to various clubs and individuals for overpaid dues and badge deposits.....	53 30
" cash treasurer's miscellaneous office expenses, viz.:—	
Postage.....	\$71 93
3,500 annual tickets.....	35 00
Stationery and blank books.....	18 47
Printing and type writing.....	36 82
Sundries.....	13 90
	176 12
By balance on hand.....	515 38
	\$2,441 92

NOTE.—All of the above payments except the current expenses of treasurer's office were made only upon authority of board of directors or finance committee. Badges on hand, viz., 42 silver, 30 plated, 10 directors'. E. and O. E.

(Signed) DILLWYN WISTAR,  
Treas. L. A. W. for year ending 30 May, 1882.  
PHILADELPHIA, 27 May, 1882.

A. S. Parsons of Cambridge, H. S. Livingston of Cincinnati, F. W. Weston of Boston, Fred Aldrich of Chicago, and F. R. Benton of New Haven, were appointed a committee on nominations. After the report of the nominating committee had been received, the League proceeded to ballot for officers.

The following officers were elected: President, W. H. Miller, of Columbus, O.; vice-president, A. S. Parsons, of Boston; recording secretary, Kingman N. Putnam, of New York; corresponding secretary, Angus S. Hibbard, of Milwaukee; treasurer, W. V. Gilman, of Nashua, N. H.

B. T. C. MEET AT NEW YORK. — The annual meet of the Bicycle Touring Club took place at New York on Saturday, 27 May. At ten o'clock that morning, in front of 791 Fifth avenue, at a signal from Capt. Weber's bugle, the Bicycle Touring Club leaped into their saddles, and set off on their trip to Yonkers, Frank W. Weston of Boston leading the way. The Manhattan, Lenox, Ixion, and New York clubs were represented. The Manhattan delegation were commanded by F. Jenkins, the Lenox men by Louis Stearns, the Ixions by P. W. Har-

ris, and the New York squad by Howard Conkling. Only seventeen went through. After a delightful run, over perfect roads, up Fifth avenue to 110th street, and thence by St. Nicholas avenue and Kingsbridge road to Yonkers, the club alighted at the Peabody Hotel at 1.15, leaned their machines against the trees, and went to dinner. At 3.30 the party set out on the return trip.

ESSEX COUNTY MEET. — The first annual meet of bicyclists of Essex County was held in Lawrence on Tuesday last. There were representatives present from Salem, Lynn, Marblehead, Beverly, Newburyport, Haverhill, Andover, and Bradford. About one hundred and fifty men were in line, and parade was made through the principal streets. The Essex County League of Wheelmen was formed, with the following officers: President, M. D. Currier of Lawrence; vice-president, E. F. Davenport of Marblehead; secretary, J. Fred Adams of Haverhill; treasurer, J. S. Burbank of Salem; commander, W. O. Faulkner of Lynn. The visitors were entertained at a banquet.

## RACES

### Coming Events.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

10 June. First in the five-mile championship races of the Massachusetts Club, Beacon park, 4 P. M.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

NEW YORK, 19 MAY. — The annual spring games of the Crescent Athletic Club were held on the Manhattan grounds. The two-mile bicycle handicap was contested by E. A. Thomson, 40 yards; F. E. Davison, 60 yards; R. G. Rood, 40 yards; F. D. Howard, 20 yards; Lewis Stearns, scratch; E. C. Hunt, 120 yards. The handicaps were not well arranged, and the scratch man had no chance; and Thomson was winner in 6.58, and the others finished in the order above named.

PHILADELPHIA, PA., 17 MAY. — The annual spring games of the University of Philadelphia were held on the grounds of the Young America Cricket Club at Stenton on the above date. A bicycle race of two miles was contested by J. P. Croasdale, first, 8.45 $\frac{3}{4}$ ; T. D. Whitaker, second.

PRINCETON, N. J., 17 MAY. — The annual spring games of Princeton College included a bicycle race of two miles. In this W. P. Field had a "walk-over."



**BOSTON HORSES VS. BICYCLES, AT THE CASINO.**—On Monday last there was begun at this place a very novel contest, in which horses and men are competing for the supremacy. Charles F. Le Roy, who is known as the champion long-distance rider of the world, will with ten horses endeavor to outride John S. Prince and Fred S. Rollinson, who are equally as well known as the best professional bicyclists of America. Mr. Le Roy rides ten horses a day, riding each for five miles. Mr. Prince and Mr. Rollinson will alternate one hour each on the bicycle. Mr. Le Roy has the reputation of being one of the best equestrians in the world, and during the week he has given several exhibitions of his skill, such as bare-back riding, changing horses without stopping, and in using no bridle with the majority of his horses. The race continues from 1 to 11 P. M. each day, and will conclude at 11 P. M. on Saturday, when the winner will be presented with a purse of \$2,000. The start was made with Prince on the bicycle. Le Roy started off at a gallop. The contestants finished the first mile together, in 3m. 3s. Le Roy changed horses five times in the first hour, not wishing to push them till they were accustomed to the track, a portion of which was in poor condition. The score at the end of the first day was: Leroy, 122 miles 1 lap; bicyclists, 148 miles 2 laps.

**PRINCE VS. ARMAINDO.** A FIFTY-MILE RACE AT THE CASINO, BOSTON, 25 MAY.—The fifty-mile handicap between John S. Prince, champion of America, and Louise Armaindo, champion female bicyclist, was run at the Casino (Institute building) on Thursday afternoon last. The race, though a long-distance one, proved of extraordinary interest from the start to the close, and so well was the handicap arranged that the winner could not have been named with certainty during any portion of it. Though Miss Armaindo was not in the best condition, having been sick four days previous to the race, she held out pluckily to the end, and fought for the laurels with a determination that won applause from the entire audience. It was a wonderful exhibition of endurance on her part, and she seemed as free from fatigue at the end as when she started. For the last ten miles she showed some fine spurring, and the champion had no easy task to pass her. "She rides just like a man," is the remark heard by all who witness this lady's performances; but they might go further and say that few men ride with the grace, ease, and steadiness that Miss Armaindo shows. During the first thirty miles Prince rode in fine form and with great speed. He succeeded in cutting every record save one up to this distance. But the pace was too much for him, and he was taken with cramps, and rode the rest of the distance in great pain. It was only by the encouraging words of his friends that he was kept on his machine till the finish.

Prof. Rollinson stood ready with remedies, and if Prince had come off there would have been little delay. On the forty-second mile the champion had made up his handicap and was just behind the lady. This position he held until the last mile, holding himself in reserve for a final effort. The last mile proved exciting, for both riders went for all they were worth, and the lady held the lead for three laps. Prince made a magnificent spurt on the last half, passed Miss Armaindo, and won the race by half a lap. So close a contest in a long-distance race is rarely seen. In justice to Mr. Prince it must be said that he has never claimed to be a long-distance rider, and this is his first important long race. All his triumphs have been made in short races, rarely exceeding ten miles. The race was advertised for two o'clock, but did not commence until 2.46. The officers were: Judges, J. S. Dean, Abbot Bassett; clerk, G. C. Coleman; scorers, G. H. Waters, Chas. F. Leroy; timer, Frank W. Weston, whose watch was checked by watches held by the judges and by Mr. Waters. Below we give the time made in the races. A \* denotes the best professional record for America.

MILES.	PRINCE.	ARMAINDO.
1.....	*3.13	3.40
2.....	*3.11	3.43
3.....	*3.20	3.41
4.....	*3.56	3.30
5.....	*3.13	3.51
6.....	*3.10	4.37
7.....	*3.19	4.35
8.....	*4.00	4.36
9.....	*3.18	4.39
10.....	*3.23	4.03
11.....	*4.03	4.01
12.....	*3.20	4.02
13.....	*4.04	4.10
14.....	*3.25	4.05
15.....	*3.25	4.48
16.....	*4.11	4.11
17.....	*3.31	4.16
18.....	*4.15	4.14
19.....	*4.19	4.57
20.....	*3.41	4.11
21.....	*4.32	4.20
22.....	*4.39	4.24
23.....	*4.00	4.12
24.....	*4.00	4.59
25.....	*4.15	4.20
26.....	*4.37	4.27
27.....	*4.01	4.57
28.....	*4.80	4.21
29.....	*4.37	4.22
30.....	*4.03	5.01
31.....	*4.37	3.38
32.....	*5.06	5.17
33.....	*3.39	5.33
34.....	*4.38	5.23
35.....	*4.46	4.45
36.....	*4.38	5.10
37.....	*4.13	4.22
38.....	*4.12	5.15
39.....	*4.14	4.33
40.....	*4.09	4.33
41.....	*4.49	5.01
42.....	*4.27	5.05
43.....	*5.14	4.37
44.....	*4.40	4.54
45.....	*4.03	4.03
46.....	*5.34	
47.....	*5.04	
48.....	*4.34	
49.....	*4.55	
50.....	*3.35	

**INTERCOLLEGIATE CONTESTS, NEW YORK, 27 MAY.**—Two-mile bicycle race, Eliot Norton, Harvard (1), 6.52 $\frac{2}{3}$ ; R. G. Rood, Columbia (2).

**BOSTON, 27 MAY.**—Spring meeting of Institute of Technology Athletic Club.

One-mile bicycle race, R. F. Stahl (1), 3.42.

**CHARLESTON, S. C., 24 MAY.**—The second of the series of races of the Charleston Bicycle Club took place on Sullivan's Island beach, four miles from this city, Wednesday, 24 May. Handicap half-mile was won by Mr. Geo. L. Holmes, J. R., in 1.40; A. J. Salinas, second, 1.41 $\frac{1}{2}$ ; J. S. Whaley, third, 1.44. This was a very pretty race, all the men keeping together from the start. The second race was for members of our club only, half-mile dash for gold medal: A. L. Bristol winning in 1.30; J. A. Ball, second, in 1.35; Julien Breese, third, in 1.40. Our next races (club members) I trust will be better than either of the others and I also think we can show better time.

B. B.

At the race meeting of the Fernside Bicycle Club, Melbourne, 18 March, a ten-mile handicap was run by twenty competitors, only one of whom started from scratch, and was won by Bloomfield, who had the longest handicap, 3m. 30s. The scratch man, Hazelton, made the first five miles in 16m.; the second man, H. Stokes, who by mistake was at first awarded the prize, with 2m. 10s. start, covered the remaining distance in 31m. 8 $\frac{1}{2}$ s., or equal to 33m. 18 $\frac{1}{2}$ s. for the ten miles.

## 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.]

### San Francisco.

**Editor Bicycling World:**—In relation to "San Francisco's Race Track," of which such a perfect description appeared in the *WORLD* of 12 May, by "P," it surprises me greatly that such a well-informed person (bicyclingly) as your correspondent should not be able to distinguish, after four year's experience, the difference between a Club Racer and a 52-inch *Special Club*, weighing forty-one pounds, which has been used for the past two years exclusively by the gentleman who owns it for the purpose for which it was built, viz., road riding. The machines used by the others were principally Harvards, weighing from forty-one to forty-seven pounds; and unless the gentleman considers the Club a superior machine to the Harvard, I cannot see the advantage I had. And "P." does me a great injustice; he does not state matters as they really are. I most emphatically deny having been in racing condition, as three of the participants were; having just returned from Los Angeles, a city 482 miles from here, and not having ridden for ten days previous to the race, my condition physically was very poor. He also fails to state that the handicapping was done without the least regard to authority and mathematics.



Having had a record of 3.36 $\frac{1}{2}$ , I was figured at 3.23, 13 $\frac{1}{2}$ s. less than was proper. The winning man was figured at 4.10, on account of not having a record for a mile: he was given 330 yards, on a five-lap track, which is across the street from his residence. An enthusiastic wheelman, with a feeling for the sport at heart, would have simply considered it preposterous to have started with such odds, nearly one lap. Had the race been six laps, instead of five, all would have been far in the rear of the scratch man, who rode for the first time on this track under other disadvantages unnecessary to here mention, riding the full mile in 3.26 $\frac{1}{2}$ , which I can safely consider, at this early date of the season, under the circumstances, not so poor after all.

"P." mentions "racing costume": does he expect a person to contest in a race wearing an overcoat?

Allow me to state that this event was under the strict jurisdiction of the N. A. A. A., for blood only, and not so much as a leather medal as big as a nickel.

SCRATCH MAN.

#### Montreal.

*Editor Bicycling World:*—Well, "here we are again," in all the hurry of another bicycling season. "Tempus" has been "fugiting" with a vengeance for some time past. Why, I can hardly believe that a year has come and gone since our "noble five" stood on the rear platform of the eastward-bound Pullman, gracefully kissing their hands to us poor mortals left behind in the classic shades of old Bonaventure. I remember registering a silent vow, when wheeling homewards after the train had departed, that come what would, the next Meet of the L. A. W. would be honored by my presence. This vow was double-riveted when I heard an account of the jolly times our men had while in Boston; but—alas for the best laid plans of mice and men!—mine have gone so far "aglee" that the second (I humbly crave "Kol Kron's" pardon, the third) annual Meet of the L. A. W. will have to get along without "Yours truly" as best it can... I feel sure you will be glad to hear that we have retained nearly all of our old riders, besides adding quite a number of new ones; but let me be orderly and methodical, and take them in proper rotation. Stand forth, then, modest merit. Ah! "Jingling Johnny," I see, answers the call, and slips briskly forward.... "J. J." is as irrepressible as ever; a little more crazy on the subject of club drill and fancy riding, but not quite so inclined to kick over the traces as before. He makes a good, energetic officer, and is a first-class fellow when you know how to take him.... Next! brings up "Hungry Tommy," as smiling, good-natured, and hungry as ever. The year that is just past has added a few gray hairs to his flowing whiskers,—taken them, I fancy, from the top of his head,—but in all other respects he is the same old H. T. as ever.... We have lost "Geawge" and

"Arry" this spring, as they, for reasons best known to themselves, have left the club; and no longer will the ladies on the Pavilion be "mashed" by the benign smile shining through "Arry's" elegant *pincc nez* as he sails round the track in a ten-mile club race.... "Freddie" Holden, our little champion, is in better form than ever, and is expected to give a good account of himself this year. "Mait" Smith, his great rival, is also working hard and hopes to surpass his last year's records.... The "Long Three" are all getting bigger machines than ever, and are going in for heavy riding.... "Mosquito" Barclay has a mate now in the person of "Wee Donald," who, small and young as he is, manages his "46" with an ease and grace that put many an older rider to shame.... "Tri." Davis has grown a ferocious black beard, and has sold his "tri." and bought a "bi.".... The "Pelican" has improved wonderfully in his riding and good looks, and is, if anything, more good-natured than ever.... "Our Bugler" has given us plenty of "chin" music this season, but so far we have not heard one solitary "toot" from his other *blowing* machine; but we live in hope.... "Stubby Chawles" is stubby no longer, but keeps his face clean shaven.... And our captain,—

"As good a fellow, by my word,  
As ever did n't draw a sword,"—

no more the "genial and pains-taking" scribe, he has bloomed out into a "galant commander." It is a moving sight to see him, after a run to Lachine or St. Vincent de Paul, and after attending to the wants of "Dizzie," the "Club Dawg," drop into an easy seat and

"Resting a stout and handsome pair  
Of limbs upon another chair,"

proceed leisurely to light his "old reliable" and puff away for fifteen minutes or so;

"And when the beer came in, and he  
Had drank about enough for three,"

he will turn to Friend Boniface, and in mellow accents demand,—

"How much, my friend, o' the root of sin,  
Dost charge for what we have tucked in?"

settles the bill, then transfixes "our bugler" with an eagle eye, and in a reproachful tone asks him if he (O. B.) thinks he will live long enough to worry down his last mouthful, so as to be able to sound the "Fall In." Our bugler in his haste and confusion gulps down his last bite, chokes, gets black in the face, and is only brought to by a violent blow between the shoulders from the buckle end of the "Pelican's" surcingle, casts one last fond glance at an untasted sandwich, rushes outside, and in a moment "Boot and Saddle" sounds merrily on the breeze, and we are soon speeding swiftly homewards.

I assure you, Mr. Editor, that when we are drawn up in line, each man with his hand resting on his saddle, we think no "small potatoes" of ourselves; but joking aside, I fancy it would be hard to

find a more healthy, better looking or more gentlemanly set of fellows than bicyclers, all the world over. All old riders know, and the outside public can take my word for it, that—

"When you see a man with a belly as big as a tub,  
He does n't belong to a bicycle club."

K. K.

MONTREAL, 22 May, 1882.

#### A Missouri Run.

SATURDAY, the 29th of April, three "toughs" met in the headquarters, and after turning up their aristocratic noses at the sixteen-mile run called for the day following, concluded that as the weather was fine and the roads in good condition, a "best on record" run (for this part of the country) would be in order. Let me here explain that a "tough" is a man who can ride all day and half of the night over the most wretched roads, and enjoy it as much as if he were coasting down hill on asphaltum. However, eight o'clock that evening saw the "Tourist" on a fifty-four, and the "Solid Man" on a fifty, waiting impatiently for the "Deacon," who failed to show up. After waiting some time for the sedate 56-incher, we concluded he had ridden into one of the holes in which our city streets abound, and was waiting for a derrick to hoist him out, so we sailed out the white, smooth road at a ten-mile gait. Through Forest Park, Cheltenham, and Benton we rolled, and after a tremendous coast, brought up at Bartold's Eight Mile House. A few minutes' talk with the landlord (and of course some lacteal liquid refreshments), and we mounted again and proceeded to "whoop her up" so as to arrive at Manchester before the hotel was closed. At Stone's Falls the first accident took place, the 50-incher striking a large rock just as he was taking his legs from the handle bar, and he took a magnificent header, leaving his machine in the road for the Tourist to ride over, which feat was performed so successfully that it brought down the house,—also the Tourist. One badly demoralized crank was the result, and detaching same from the axle, it was straightened with the stone that caused the fall. The Tourist sat on the fence and philosophized while the other hammered and wrenched the crank into shape, and finally the procession started again. We were well out in the country now, and the stillness was only broken by the howl of some farmer's dog, or the sharp ring of a loose stone on the steel rims. The moon gave a glorious light, and we struck better roads as we went on, and arrived at our destination at 10.30 P. M., having covered the twenty miles in 2 hours and 20 minutes, including the time lost on the road in blacksmithing, etc.

Our wheels were placed in the stable, and we retired immediately, as we were going to have a hard day's ride on the morrow. We arose early the next morning, oiled our machines, and demolished a good breakfast, paid the landlord



(which was n't much, as he only charged us fifty cents apiece for lodging and breakfast), and started down the road against a tremendous wind. For the next eighteen miles, wind, hills, and fresh gravel on the road forced us to slow down to a funeral gait, and at ten o'clock we left the State road, not without some misgivings, and rode slowly along the banks of Fox Creek. Suddenly the road turned into the creek, and as they don't use bridges in Franklin County, we had to ford it; that is, we carried the machines on our backs and jumped from rock to rock, getting across "O K." We congratulated ourselves on making it dry-shod, and proceeded on our way rejoicing; but our joy was of short duration, as some two hundred yards farther the road crossed the creek again, and here it was about twenty feet wide, and no stepping stones were to be seen. The Solid Man picked up his machine and walked in, the water coming nearly to his knees; while the Tourist sat on the bank and suggested that the 50-incher carry him over, as he couldn't get any wetter than he was. The 50-incher didn't look at it in that light, so the Tourist took off his shoes and stockings and threw them across, then picked up his 54 and waded over. A farmer was met some minutes later, and he casually informed us that the road crossed the creek nine more times before we reached our destination. We sighed for a marine bicycle, but it was no use stopping there. Pacific and dinner were before us, and nerved us to special exertions (especially the dinner). Five miles of mud, water, and gravel, and we climbed a barb-wire fence with our machines, and took to the railroad for a change. A good road was found some distance up the track, and we mounted and rode into Pacific in good style. As we were the first bicyclers ever seen there, about two hundred people congregated to look at "them things," "all the way from St. Louis." We made for the only hotel the town boasts, and had a very fair meal. After dinner we called on the agent of the railroad company, as the 50-incher works for that corporation, and after talking half an hour or so, gave the "grays" an exhibition of riding on the smooth platform of the depot. The whole town turned out to see us off, and we took the bluffs road back; and if the road we came over was bad, this was certainly worse. Riding was utterly out of the question, so we pushed our wheels up the ascent, stopping every now and then to lay the wheels down and get rested. Over huge masses of rock we slipped and slid, and vented anathemas on the head of the man who directed us to take such a horrible route. There was no road at all, but simply the rocks washed bare by the rains,—in fact, it was like climbing up irregular stairs several hundred feet. Down the other side was no better, and here all traces of civilization were lost, not even a wheel track to be seen. Small scrubby trees grew in the sandy soil, and occasionally a toad

hopped out of the road, or a snake glided off among the rocks. We lay down on some nice soft rocks to rest awhile, and decided that if there was any place more lonely, desolate, and generally heaven-forsaken than the Meramec River bluffs, we would like to see it as a curiosity. Three hours' hard work, and we emerged from the wilderness and struck our "Old Reliable," the Manchester road, and fairly made things dance, getting into Manchester at 5 P. M. Here we got supper and lit our lamps, and rode to St. Louis with but one dismount, arriving home at 8 P. M. The machines fared pretty badly, as the sharp rocks cut the tires wofully. We figured up our mileage, and found that we had travelled twenty-one miles by moonlight Saturday night, and seventy-two on Sunday, sixty-one of which we rode, ten walked, and I guess I would n't miss it much if I said that we swam and waded the other mile. This is the longest ride yet taken in this State, with the exception of eighty-eight miles in a day, made by the 46-incher last October; but he confined himself to the State road, where the riding is good.

We would have had five or six men down instead of two, but the captain could not get a 58-inch "road engine" which he ordered two or three centuries ago from Boston (he says centuries,—I guess he means weeks), and the Deacon was seen trying some fancy riding on the boulevard before we started, and the Alton man's wheel was buckled, and various other things ailed the rest, so the excursion narrowed down to two "toughs."

#### THE TOURIST.

##### Road Reports Wanted, not "Literature."

*Editor Bicycling World:*—Ever since 10 June, 1881, I have been burning with indignation concerning an editorial utterance in your paper of that date; and as it seems advisable, for sanitary reasons, to cool off my rage before the approach of summer, I will free my mind now.

The editorial in question was devoted to a laudatory review of the book entitled "A Bicycle Tour in England and Wales"; and I have no disposition to quarrel with the tone of the review, for I am not familiar with the book. In order to point his praises by contrast, however, the reviewer felt called upon to speak slightly of the ordinary touring reports "which form a large part of the volunteer contributions submitted to the WORLD," because "so few of them rise above a mere dry narrative"; and he added, "It is marvellous that men who succeed in other literary efforts fail in any attempt to reproduce on paper the charm of some delightful tour they have taken."

I want to protest against the use of such language as that, Mr. Editor, because of its manifest tendency to discourage the production of what all tourists are anxious to have produced in

abundance,—namely, road reports of a straightforward and matter-of-fact sort, with no nonsense about them. I urge that it is a wheelman's duty, when he discovers a good road of which no report has appeared, to prepare an account of it for publication; and I try to set a good example in this respect by copying off for the WORLD such notes as I take on tours which have not been described in its columns. Writing is my profession or occupation; I earn my daily bread by my skill in pushing the pen: yet I religiously refrain from indulging in any "literary" display or verbal fireworks, when I buckle down to the task of composing a road report. "Mere dry narrative" is the very ideal that I aim at in such composition. "The reproduction on paper of the charm of some delightful tour" is the very thing that I set my face against. Road reports should be stuffed full of solid facts, which the practical tourist can tie to,—not fringed with mere intellectual "charms" for the delectation of the club house lounge. If any one of the latter is curious to watch my antics while sustaining the rôle of "heavy literary man," let him lay out a quarter-dollar in the purchase of the June *Lippincott* and soothe himself to sleep by looking at my first-chop, challenge-the-world, champion-belt prize essay, "On the Wheel."

But my present barbaric yawp is not at all inspired by the desire to explain the absence of "literature" from my own road reports, or in any way to defend them. I don't suppose the writer of the objectionable editorial had me in his mind at all; and if I knew that he really did aim his criticism at my reports, that knowledge would deter me not at all from providing more of the same quality of reports for the benefit of my fellow-tourists. The trouble is that other possible producers of good road reports are younger and more modest than I am, and less accustomed to writing as a business. They may be perfectly capable of preparing accurate and valuable accounts of the roads they have explored; but they are disinclined to the exertion, and somewhat diffident about taking up the pen. Such men, therefore, need above all things to be assured that they are expected to supply a "mere dry narrative" of trustworthy facts, without verbal garnishment or "literary" frills of any sort. The minute that you infect them with the idea that none save "literary men," who can "reproduce on paper the charm of some delightful tour," should presume to write road reports, that minute you destroy all inclination they may have to assist in the preparation of an American road book.

So I say to you, my younger brethren of the wheel, if perchance ye have ever been deterred from telling of your experiences on strange roads by a belief in the pernicious theory that the simplest style of report is not the best possible style, throw "literature" to the dogs! Write out what you know about the roads in



the plain language of every-day talk; and the blessings of your fellow-tourists shall sweeten your slumbers.

Let me in this connection thank "G. F. F." for the report of his 200-mile ride of last June, in the *WORLD* of 28 April, and let me at the same time reprove him for not having supplied it earlier. It seemed to me at the time, when I drew attention to it in the *WORLD* of 29 July, as the most creditable road ride yet recorded in America, and I have not since learned of anything comparable to it. There is something satisfactory in having a man confess just how tired he was after such an exploit, instead of pretending that he finished the ride as gayly as he began it; and I hope "G. F. F." will soon favor the *WORLD* with a report of his tour from New Haven to Saratoga in 1879. I myself have a haunting desire to attempt a hundred miles in a day this season; and perhaps after the Chicago Meet is over, I shall try it on the ridge road along Lake Erie, from Girard, Pa., to Buffalo. My belief is that that is the best long stretch of road in America, and I think that some of our swift riders might make a really remarkable record upon it, if they would only try.

KOL KRON.

WASHINGTON SQUARE, N. Y., 9 May, 1882.

### CURRENT CALAMO

WE shall give a full account of the annual meeting and grand parade next week.

PRINCE did n't have a "walk-over" in his 50-mile race with Bonnie Louise last week. He has n't been so hard pushed since the January 10-mile dash with Keen.

Mlle. Louise is clear grit, and her powers of endurance are nearly equal to her pluck.

THE *Sporting Gentleman*, a new paper devoted to popular sports and pastimes, is just issued in New York, and presents a handsome appearance typographically; and if the first number indicates the quality of succeeding ones, it will prove an acceptable addition to sporting literature. Marius Lazare is the editor.

LAWRENCE, KAN., has eight wheels, and a club will soon be formed.

THE members of the League now know what it is to be "Chicagoed."

MR. THOMAS HARRISON, the professional, has arrived home from his trip to Europe. He brings a 55-inch Rudge racer, and expects to pump an inside of three minutes gait out of it.

FRANK HOWARD, of New York, entered the races at Washington, 20 May. After the race he telegraphed to his friends: "I got a place, but it was in the hospital."

JACK KEEN is in hard training, preparatory to an attempt to make his twenty miles within an hour.

AND now they have a "Jumbo" bicycle. Will carry a trunk, no doubt.

BOSTON has gained another racing man in the person of W. J. Morgan, who has won fame on the Canadian race tracks.

WE think that all who saw the race of Thursday, 25 May, will admit that Prince is the only man in the country who can give Miss Armaindo five miles in fifty.

THERE is a grand chance for some one to gain a record with little trouble. We have in America no records for  $\frac{1}{4}$ ,  $\frac{3}{4}$ ,  $1\frac{1}{4}$ ,  $1\frac{1}{2}$ ,  $1\frac{3}{4}$  miles. The English have such records. Why do not we? It is a plum of easy picking. Who will reach for it?

DIRECTOR C. H. LAMSON, of Portland, Me., and C. W. Reed, the Boston artist, have joined the Massachusetts Club.

IT has been decided by the management of the Casino to charge fifteen cents to parties using their own bicycles on the track. This entitles them to the use of the track during the time it is open.

THE second in the series of championship races will be held by the Massachusetts Club at Beacon Park, Saturday, 10 June, at 4 P. M.

SEVERAL very narrow escapes have been made at the Casino by persons crossing the bicycle track while riders were taking their spins.

A WELL-KNOWN Boston wheelman and his entire family were seen riding through the streets of a suburban town on tricycles, one evening last week.

CHARLES E. PRATT, ESQ., delivered an oration before the assembled G. A. R. Posts of Boston at the soldiers' monument, Boston Common, on Tuesday. It was a very creditable effort.

REV. M. D. BUELL describes a trip from New York to Boston by bicycle in the Boston *Courier* of Sunday last.

MESSRS. LEROY, PRINCE, and ROLINSON, contestants in the great race at the Casino, were driven about the streets of Boston in an open barouche, headed by a band of music, on Monday forenoon last.

FRYE is doing nicely. The physician who attended him is but just able to visit his patients, — suffering from injuries to his legs through having been kicked by a horse.

A HAPPY party of wheelmen took the six o'clock train on the Hoosac Tunnel Line Saturday evening, bound for the Annual Meet of the L. A. W. The majority of the party were members of the Boston Bicycle Club, which had engaged the Pullman car Whitehall for the exclusive use of itself and friends, and a special baggage car containing the wheels belonging to the party. The Boston Club representatives were as follows: E. C. Hodges (captain), J. S. Dean (secretary), George B. Woodward (treasurer), William B. Everett, E. F. Lowry, C. L. Clark, W. W. Stall, E. Barrows, and E. W. Hodgkins. Mr. F. W. Weston, also of this club, was to join the party *en route*, having gone on ahead to New

York to attend the Bicycle Touring Club's Meet in that city on Saturday. There were also three members of the Chelsea Club, — William E. Gilman, Horace J. Phipps, and George H. Hood, Jr.; two members of the Massachusetts Club, — A. S. Parsons and Charles W. Reed; and two members of the Providence Club, — Capt. J. A. Cross and Dr. Bridge. A large body of friends was in attendance to give the boys a "send-off."

BEFORE leaving its club-house in Union Park for the trip to Chicago, the Boston Club was presented with an elegant banjo by Mr. George C. Dobson, which was taken along with the party, — several of the members being expert amateur performers on this instrument.

THERE were giants in those days: Garvey, the St. Louis bicycle dealer, has yanked the bun, having filed an order in Boston this week for a 62-inch bicycle for a member of the Missouri Bicycle Club, who stands six feet five inches in his stockings. Now let Chicago take in its sign. Next!

CAPT. SHILLABER, of the Massachusetts Club, tells us that he boarded the train in which the bicyclers were *en route* for Chicago, at Greenfield, Mass., and that they punched him. "Tell it not in Gath," etc.

S. CONANT FOSTER, of New York, made us a pleasant call the other day.

THE Massachusetts Club was booked for an early morning breakfast run on Thursday, 1 June. Start at 3 30 A. M., and run to West Newton. Breakfast at 6.45 A. M.

H. C. FINKLER, of San Francisco, met with an accident recently, breaking all the bones of his right hand between the knuckles and the wrist. He was hardly in condition to enter the recent races, but he went in.

BICYCLERS everywhere will be glad to learn that the first reports of the accident to Lewis T. Frye were highly exaggerated. He fell from his machine while riding down a stony hill on the South-boro' road, and struck on his head. He was taken up senseless, and lay in an unconscious state for many hours. No bones were broken, and his skull was not fractured. He is now doing well and will soon be out again. Lewis is a good fellow, and has hosts of friends, who will be glad to welcome him on his recovery.

DIRECTOR LAMSON says, if he is ever led into a race, he will cover his wheel with paper, and then it will cut through the air, and there will be less resistance than when every spoke whips the air and retards progress. He will not take out a patent.

THE Massachusetts Club had an all-day run on Decoration Day. The route taken was through West Roxbury (*via* Chestnut Hill), Dedham, and Needham, to Hotel Wellesley, where dinner was served. The return was made *via* the Newtons.



THE Chelsea Club run to Salem on Tuesday, and took dinner at the Essex House. They were accompanied by C. H. Wilkins of the Manchester (N. H.) Club.

JULIUS WILCOX is no longer contributing to the *Wheel*.

MR. W. J. SMITH writes the following to the *Philadelphia City Item*: I wish to contradict a statement in your issue of last week as regards myself and trainer, saying we are English champion bicyclists. I am the amateur champion of America, a title which I won at the Polo Grounds, New York, last October, not an English champion. Mr. Herley, my trainer, is not a champion bicyclist, but I am still in a position to ride against any American amateur bicyclist for the championship. By your earliest publication of this you will greatly oblige

W. J. SMITH.

THE proprietor, editor, and editorial contributor of the *WORLD* are at Chicago, and a green hand occupies the editorial saddle this week, so look out for headers. Give us a clear track and we will make a run for it. If we should make an untimely plunge and land on the favorite corn of any reader, let him take his revenge on the editor when he gets back. In the mean time, those who desire to send bouquets should hurry them along. Cowhodings can wait till the editor returns.

IN the three-mile race, which was in the series recently held by the Capital Club, at Washington, D. C., and reported in our issue of last week, Mr. J. M. Borden, while going at a high speed, was thrown violently from his machine by a policeman accidentally in the way. Howard, close behind, unable to avoid them, was also thrown, and carried off insensible. Smith, able to avoid the wreck, redoubled his speed. Borden, although badly hurt, remounted and continued the race, although a quarter of a mile behind. As he passed the grand stand he changed machines, overtook Smith, and won the race by nearly fifty yards.

SECRETARY SHAW, of the Charlotte (N. C.) Bicycle Club, writes that seeing our announcement of Capt. Shillaber's being at Newbern in that State, recently, the club sent him an invitation to be present at their 20 May celebration, but as they received no reply, he had doubtless left for home before the letter reached Newbern.

PLEASE send the *Bohemian* and advertisement, Colonel. Can't you see that it is throwing ink at us to get into your good graces? Don't be ungrateful!

WE note with pride the improved condition of many of the avenues in Chelsea. The superintendent of streets, although not a bicycle rider, is interested in having smooth streets, and is making a great name for himself by his good work.

THE resume of the patent question, "How it Stands," will be continued in our issue of 9 June.

THE Chelsea Club appeared in their new uniform on Tuesday. The style and color are very satisfactory.

"KOL KRON," who writes the "College Chronicle" for the *New York World*, gives the whole of his space this week to a consideration of the wheel interest at the colleges. From his article we digest the following: The Michigan University Club has thirty wheels, and sent two representatives to Chicago; Amherst College Club has twenty-five wheels; Princeton College Club has fifty members; Columbia College Club has twenty wheels, and boasts the fastest riders among college men; Pennsylvania University Club has twenty-five members; the Harvard College Club is the largest amateur club in the country, having one hundred and five members; the Yale Club has twenty-four wheels; Lafayette College Club has nine wheels; Williams has a bicycle club, also California University, and Dartmouth, Bowdoin, Rochester, Syracuse, Kenyon, and Marietta are among the colleges whose papers make occasional mention of individual patrons of the wheel. Wheeling on the frozen surface of lake and river was described as a popular pastime at Wisconsin and Michigan Universities, but the present is the most attractive season for exploring the country highways.

### GLANCES ABROAD.

SINGER & Co. have a new pedal which is a great success. It is equally good for the two or three wheeler.

TRICYCLES are in great demand in England, and the manufacturers get more orders for these than for bicycles.

THE *Bicycling Times* reports the races at Boston of 29 April, and credits Corey with a mile in 2.51 $\frac{3}{4}$ , and Claflin, 2.58 $\frac{3}{4}$ . It forgets to mention the handicap.

THE Executive Council of the B. U. has recommended that the money value of prizes at race meetings be considerably reduced.

THERE were five hundred tricycles at the meet on Barnes Common, 13 May.

HARRY ETHERINGTON has not been a bachelor since 25 May.

LADIES who ride the tricycle in England are adopting the divided skirt. The editor of the *Cyclist* notes that he recently rode a double tri. with a lady friend, and it was not until the journey was over that he discovered that she wore a divided skirt, so completely does it amalgamate with the folds of the dress.

A CORRESPONDENT of the *Leeds Mercury* has been looking up the best recorded one-mile time for swimming, walking, running and bicycling. He finds that the ratio of these times is expressed by the following figures: Swimming, 9.15; walking, 2.30; running, 1.54; bicycling, 1.00.

THE Scottish Bicycle Meet will be held at Edinburgh, 17 June.

THE ninth annual bicycle competitions between the English universities took place 6 May on a good track, and with the result herewith shown: Two miles — W. F. Buckley, Oxford, first, in 5m. 52 $\frac{1}{2}$ s.; G. D. Day, Cambridge, second, by four yards. Ten miles — J. S. Whatton, Cambridge, first, in 31m. 35 $\frac{1}{2}$ s.; W. F. M. Buckley, Oxford, second, by two yards; W. K. Adam, Oxford, third, by two yards. Twenty-five miles — G. D. Day, Cambridge, first, in 1h. 21m. 18 $\frac{1}{2}$ s.; H. Muir, Cambridge, and W. A. G. Walter, Oxford, rode a dead heat for second place.

### The Deacon's Drop.

WITH 'cycle all shining and bright,  
With legs that in stockings were cased,  
The deacon climbed up on his tall "56,"  
And after the Standard man raced.  
But the sprinkling-cart fiend had been there,  
And the mud would have made a saint curse;  
Said the deacon, "By gum! the next time I come  
Down this way, it will be in a hearse."

"Oh! men with shovels and picks,  
Why left ye that mound in the street?  
I will never get safe past that pile of old bricks;  
Heaven help me to fall on my feet!  
My speed I can't slacken at all;  
I resign myself now to my fate":  
So he picked out a soft place to fall,  
And stood in the mud on his pate.

This tale is a sad one to tell;  
He struck like a car-load of lead:  
So they buried him there where he fell,  
And the wagons roll over his head.  
No headstone we raised o'er the place  
Where the deacon went down in his might,  
But a "56" ghost haunts that Chestnut street coast,  
And no wheelman rides there after night.

Let us hope, when to heaven we fly,  
That the deacon will pilot us round  
Over streets that are level and dry,  
In that place where no rock-piles are found.  
But if heaven is harder to reach  
Than "Old Solomon's" hill-side so high,  
Fully half of the "gang" their legs over will hang,  
And to Hades coast down on the fly.

BICYCLE CLUB, 12 May, 1882.

A. Y.

### NOTES, QUERIES, ETC.

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

#### Answers to Correspondents.

P. T. D. — Any points will be appreciated. Will do as you wish.

J. M. T., Sing Sing. — Instructions where to send money for League dues will be published next week.

G. C. — Editor away. Wait for his return.

C. J. K., Columbus, Ohio. — Thanks for documents received. Will use next week.

J. H., Boston. — The best professional record for one mile is held by John S. Prince. It was 3.19 $\frac{1}{2}$  till 25 May, when he lowered it to 3.13. The 3.19 $\frac{1}{2}$  was made in the race with Rollinson. Rollinson claims 3.04 made at Potsdam, 23 September, 1880, but none of the authorities have allowed it.

F. H. B., New York. — Yes. A record made under cover will stand.

J. M. B., Chicago. — Amateurs are allowed to race with professionals in England only under sanction of the Bicycle Union. Such contests are common over there; the L. A. W. does not provide for such races.

H. D. C., Columbus. — "Cortis on Training" is still in press. Long wind, endurance, and quickness of motion are what you should train for.

K. T., Chelsea. — S. Corbett, England, has the best mile on record on a tricycle, 3.34 2-5. Best time in race at Boston, 4 July, 1881, was one mile in 5.43 $\frac{1}{2}$ . It was a poor track.

W. L., Englewood. — See article on "Bicyclers' Rights."

H. A. M. — Our columns are always open to suggestions looking to the improvement of the wheel.



A. G. F., Philadelphia. — To make "shandygaff" mix lager and ginger ale in equal quantities.

J. D. — We should have received the "Cyclist Annual" many weeks ago. The delay is unaccountable and uncalled for.

F. M. B. — The duty on books is 25 per cent. You will have to pay it on a single volume unless the postal authorities are lax, as they often are, and the book gets through.

F. B., Newport. — The machine is illustrated and described in "The Velocipede," which we have on sale. Not fresh enough for us.

H. M., Boston. — Prince and Rollinson are of English birth. Miss Armaindo is from Montreal, of French descent.

BICYCLING is the particular sport of young men. But young men cannot always raise \$100 or more to procure a wheel. They fool away a great deal of money at the riding schools and in hiring machines. How much better to let this money go towards the purchase of a machine. I. P. Lord & Co., of 48 Union street, sell bicycles on the instalment plan, and make easy terms of payment. The firm is noted for its square dealing. Those who cannot raise the necessary funds to buy a wheel outright are recommended to try this firm. Get your wheel and have the good of it this fine weather.

## WHEEL LITERATURE.

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

**LE SPORT VELOPEDIQUE.** — Weekly. I. 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.

**CYCLING.** — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

**CYCLIST & WHEEL WORLD ANNUAL.** — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. 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" BICYCLIST'S** Hand-Book for 1881, edited by Henry Sturmy, 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, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

**THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition,** — all by Henry Sturmy, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

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## MISCELLANEOUS.

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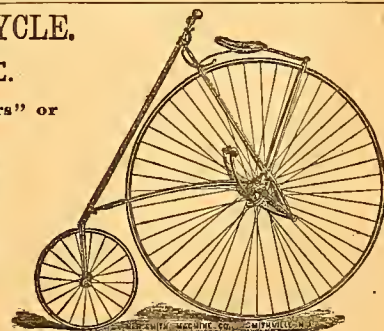
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