

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

G. C. Hodges & Co., Proprietors.

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

BOSTON, 9 JUNE, 1882.

Volume V.
Number 5.

[Vol. V. v CONTENTS. No. 5]

Editorial: The Annual Meet	371
Wheel Club Doings: Battle Creek; Marietta;	
Hermes; Binghamton; Kalamazoo; Chelsea;	373
Races: New York A. C.; Manhattan A. C.;	
Worcester; Williamsburg A. C.	373
The League Meet: Parade and Banquet	374
Essex County Wheelmen	374
Massachusetts Bicycle Club Run	375
Bicycling in France before the War	375
Some Jersey Headers	376
Correspondence: The League Racing Rules;	
Essence of Professionalism further considered,	376
L. A. W.: Officers of the League	377
Current Calamities	378
Horses & Bicycles	378

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,
304 HIGH STREET - - BOSTON.
MANUFACTURER OF THE
OFFICIAL BICYCLE SHOE
Ladies' and Gents' Tennis Shoes.
Clubs furnished at Club Rates.
EVERY PAIR WARRANTED.

SCHUYLER & DUANE,
189 BROADWAY NEW YORK,

Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB"
BICYCLE.

THE "CHEYLESMORE"
DOUBLE DRIVING TRICYCLE.

Bicycle Suits and Sporting Goods A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.

Chicago Address: 103 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

and Fittings, of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.



The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT.

W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, \$1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or \$1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.

338 WASHINGTON STREET,

(Mention this paper.)

BOSTON, MASS.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

I claim the only adjustable saddle, and shall defend it.

Price, \$4.00. Nickel Plated, \$5.25.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from one hundredth of a mile to one thousand miles. Positive action, cannot be jarred back; readily attached, can be used with hub lamp; weight 2 1/2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

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

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

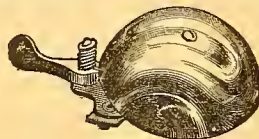
FAIRFIELD & TAYLOR: Gentlemen,—I enclose a money order for \$4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it very rough riding. I feel satisfied, and will recommend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

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR,
Cor. State & Van Buren Sts., Chicago.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

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

No. 2.

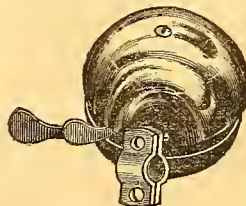
2 1/4 inch. Favorite Bell, Nickel-plated Bell and Clamp, 0 75

No. 3.

3 1/4 inch. Nickel-plated Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle.....1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars. Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

THE CASINO

Sole Proprietors and Managers,

CHAS. ATKINSON.

JAS. A. GILBERT.

Business Manager... E. W. WOOLCOTT.

Open daily from 10 A. M. to 12 P. M.

An Unparalleled Bicycle Race! FRIDAY, JUNE 9, 7 P. M.

Unprecedented Speed Attained!!

A 50-Mile Handicap Race between the Champions of the World!

JOHN S. PRINCE & FRED S. ROLLINSON

CHAMPION BICYCLISTS OF AMERICA.

W. J. MORGAN,

CHAMPION OF CANADA.

Thos. | HARRISON BROTHERS | George

EX-CHAMPIONS OF AMERICA.

PRIZES

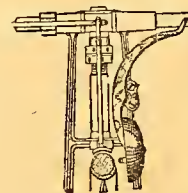
\$200 to the Winner, \$100 to the Second, and \$50 to the Third Best.

15c. —ADMISSION— 15c.

Metropolitan horse cars leave Scollay Square every THREE minutes during day and night, and Bartlett Street, Highlands.

In preparation, Blake's new Nautical Opera, LIGHTKEEPER'S DAUGHTER!

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

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.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

THE Baltimore Bicycle Club has disbanded. All the active men are now organized as the Maryland Bicycle Club.

THE new catalogue of the Cunningham Company is issued, and contains much that will interest both old and new riders. Send to them for a copy.

STODDARD & LOVERING have imported an elegant 54-inch Royal Mail racer, which weighs less than thirty pounds. We understand it is to be ridden by Prince.

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

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

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 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, 9 JUNE, 1882.

THE ANNUAL MEET.

FOR several weeks preceding the spring meeting of the board of directors, held 27 March, in New York, a constantly growing desire had been expressed from many sources that the Meet might be held in the West this year. It was urged that the cause was assured in New England, and no special incentive to its growth was needed in this section; that no prejudice existed against the bicycle in the Atlantic States, while in the West wheelmen had everything to contend against and needed encouragement to strengthen them, such as the moral influence an imposing demonstration might give. Under pressure of this urging, the board of officers decided to call the Meet at Chicago. It was represented and generally believed that notwithstanding the comparatively small

numerical strength of bicyclers at the West, and their widely scattered condition, sectional pride and Western enthusiasm would so largely enter into the question as to insure what our English cousins call a "monster meet"; and even the coolest-headed advocate of the Western Meet, or even those most indifferent to the subject, did not estimate the attendance of wheels would be less than five hundred, while the figures were often set at from eight hundred to a thousand. Well, the Meet has been held; and notwithstanding that the bicycling press of the country fully and freely and constantly announced the event, and urged its importance, and strove to induce a large attendance; and notwithstanding that the Chicago men worked nobly and enthusiastically, and did all that was possible for them to do, and did it well, obtaining large local and important municipal favors and concessions; notwithstanding the great increase in bicycling all over the country since the Boston Meet, when a fraction less than eight hundred wheels were in line, — yet the number of bicyclers in the Chicago parade, by actual count, was only two hundred and ninety-four! Now, how much has been accomplished by having the Meet in the West? The assembling and parade of three hundred wheelmen in as large a city as Chicago is by no means an imposing sight. The ordinary annual parade of a lodge of Masons or Odd Fellows, or a single militia company, would have created as much public interest, produced as great a sensation, and impressed the people with the importance of its order, as the Chicago gathering accomplished for bicycling. In Newport, in Cleveland or Columbus, in Worcester or Springfield, in any moderate-sized city, it would have produced a grand holiday; it would have closed the stores, the schools, the public buildings, and proved a more than nine days' wonder, and the entire press of the country would have devoted large space to its description. In Chicago, so immense is its area, so engrossed in business are its people, so little observance is made of holidays of any kind, that probably nine tenths of its populace were unaware of the gathering until they had read the next morning's papers; and then thought no more of it than of the ordinary base-ball championship match, or of a billiard tournament. The most important gain it has obtained for

bicycling (and in some respects it is very important) is in securing municipal recognition and official favor through the efforts of the local committee of wheelmen. This may yield good fruit in the direction of securing road rights; but in so far as making an imposing display is concerned, we believe much more good may accrue by holding the Meet in a smaller city.

IN the business meetings much was done that will be important in results, — whether favorable to the League's prosperity or not, time and experience must decide. The action in regard to the proposition of the National Athletic Association was, we think, wise; and all lovers of legitimate amateur racing cannot but cordially indorse the adoption of the rules appointing a racing committee and placing all amateur contests under its supervision. The rules providing for State chief consuls and State representatives, which will be equivalent to the establishment of State or subordinate Leagues, also promises to work to the good of both members and the general body. The abolition of the permanent and elective office of commander, and the substitution therefor of a chief marshal, to be appointed in accordance with the judgment of and by the board of officers, in connection with the selection of the place for the Annual Meet, will likewise win the general approval. Other changes and additions to the rules, which the reader will note in the stenographic report, will readily commend themselves to members; and on the whole, we think the organization commences its third year under most favorable conditions for its future strength and prosperity.

IT is seldom that a great body convenes from so many and such distant and widely separated sections without some clashing of opinions and desires, and so we wheelmen must needs have our little unpleasantness to record. At the time of writing, we have not received from headquarters the stenographer's report of the business meetings, in which the reader will have the superficial aspect of the whole difficulty in detail, and which, we may state, was in brief as follows: The committee on credentials had reported in a general way the number of voters present, individually and by delegates. No objection was raised, and tacitly accepting the report, the meeting proceeded to collect

ballots for president; and while these were still being counted, a member of the Massachusetts delegation asked for a detailed report of the committee on credentials, intimating at the same time that all was not right. The Chair then read the report in detail, at the conclusion of which the gentleman objected to the reception of the forty votes of the Crescent Club of Boston, stating that he believed no member of that club was present. The Chair or the corresponding secretary (we forget which) explained that four members of the Boston Club had presented credentials as delegates from the Crescent Club. The Massachusetts member thereupon somewhat hastily cried, "Then I blush for the Boston Club!" and continued speaking in terms severely reflecting upon the honor and integrity of the Boston Club, implying that they were acting in an underhanded and dishonorable manner, and trying to spring a fraud upon the convention. This the Boston Club very properly resented, and in their indignation rather unwisely insisted on a motion to accept the committee's report as final. Considerable interchange of personalities ensued, and before a settlement of the question was arrived at, a temporary adjournment to supper was made. On re-assembling, some mutual apologies for personalities ensued, a motion to define the rule under which ballots were cast by delegates was decided adversely to the admission of the Crescent Club representation, and without the election committee having reported the result of the first ballot, a new election was proceeded with and the result announced; which latter proceedings, were, to say the least, slightly irregular, and if properly investigated might be proved invalid.

THAT is how the affair appears on the surface. In forming an opinion, however, it will be well to look beneath and try to discover the motive of the difficulty. The Crescent Bicycle Club is composed of young men of honorable social and moral standing in Boston, who are proud of their club and jealous of their reputations as a club and as individuals. They intended to send a creditably large delegation to Chicago, under and at the earnest instance of their captain; but the latter, having become temporarily disabled by a fall, was obliged to give up the trip, and his men would not go without him. Desiring, however, to be represented in

the business of the Meet, and believing that under the rule they might send delegates from outside their own club, they at first intended to invest members of the Massachusetts Club (with whom they share headquarters) with their credentials; but learning that the latter were in favor of a candidate not of their (the Crescents') choice, they delegated four men from the Boston Club to represent them. Both the latter clubs acted in good faith, and made no secret here of the arrangement. In fact, the matter had been discussed by other parties, and a difference of opinion had been expressed about the construction of the rule; and it was resolved to act as they did act, and if the question was raised by the convention, they would submit to its decision. Now, while the action of the Massachusetts delegation at the meeting looked like a burst of virtuous indignation at the wicked and Machiavellian conduct of their Boston colleagues, it was really nothing of the sort, but was the result of two things, viz.: First, it is well known in this vicinity that during the past year there has existed a constantly increasing undercurrent of jealousy and some ill feeling between the two leading clubs of Boston, and any appearance of harmony of opinions or associations has been latterly extremely superficial, and any clashing of interests or desires was likely at any time to culminate in an outbreak. The second "cause" is not remotely connected with a recent unpleasantness between the publishers of this paper and a manufacturing firm, whose representatives engineered the Massachusetts Club delegation and the interests of their candidate at the convention; and therefore we will not dwell upon it.

To sum up: We think that the Boston and Crescent Clubs have acted squarely and in good faith, and that while their delegates at the convention allowed their feeling of resentment under insult to their clubs to get the better of their discretion on the motion to accept the report of the credential committee as final, their conduct else was dignified and honorable. On the other hand, we cannot commend the conduct and methods of the Massachusetts delegation as creditable to their club or themselves, in that not only did they by vote and influence misrepresent the wishes of a large constituency both East and West (for in conversation with members of the leading clubs

west of New York we discovered a very general feeling in favor of an Eastern man for the presidency), but they deliberately—and in view of the inter-club relations we have alluded to, with seeming malice—cast a stigma and a reproach upon two prominent and honorable clubs belonging to their own section of the country, the momentary effect of which was to cause a reaction in the convention against the Eastern candidate, and so by discrediting their intentions secure his defeat by a second ballot. We sincerely trust that for its own sake the Massachusetts Club will show its disapproval of the conduct of its delegates, who, under the mildest construction, have clearly overstepped the line of discretion, and committed an injustice they must ever be ashamed of.

WHILE we for many reasons believed it desirable, and for the best interests of the League and bicycling generally, that the president should again be chosen from one of the Atlantic States, yet we are not disposed to find fault with the result on personal grounds, but cheerfully and heartily accept the situation, and bespeak for the Ohio gentleman the earnest goodwill and cordial co-operation of members everywhere. President Miller is personally a genial and courteous comrade and gentleman, a public-spirited and influential citizen in his own community, and is a most enthusiastic wheelman, and we have no fear that the interests of the League will be allowed to lapse under his administration. We hope soon to present his portrait in our gallery of notables. Vice-President Parsons is too well known to the greater portion of the members to need any introduction from us. As the first corresponding secretary of the League, his earnest and patient labors, his active and permeating enthusiasm, his courteous and considerate attention to even the most petty and needless inquiries, all endeared him to the general membership of his year of service; and as a devoted friend of the organization, no one is more entitled to its honors than he. As a friend he is dear to us personally, for when we assumed the editorial conduct of the BICYCLING WORLD he was the first to express gratification and offer valuable counsel and give practical encouragement, and we gratefully acknowledge many words and acts of kindness since. Before his recent unfortunate obliquity

of judgment, the invention of the League ham was the only wickedness which could be laid to his charge; but as we believe both these errors were of the head and not of the heart, we personally forgive him both. Secretary Putnam is well known and appreciated by the present members, having served during the past year with efficiency, fidelity, and zeal. Mr. Hibbard of Milwaukee, the new recording secretary, is no new name to the Northwestern wheelmen, he having in the past two years given active and valuable service to the cause, and proven himself a power in that section of the country. Last but not least (except in physique) is the new treasurer, Mr. Gilman of Nashua, who, although of the same name, is not of our kin, unless possibly some ten or a dozen cousins removed; but our readers must be as well aware as ourself that he is one of the best of fellows and most enthusiastic of wheelmen, and will do prompt, honorable, and efficient work in his department of the executive board.

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.]

BOSTON BI. CLUB, JUNE:—

Saturday, 10. Headquarters, 4 P. M. Forest Hill Station, Morton, Austin streets, Blue Hill avenue, Mar-tapau, Washington street, to "Cobb's," South Canton. Supper and night. (17 m.)

Sunday, 11. Breakfast, "Cobb's." Excursion to Massapoag Pond. Dinner, "Cobb's," 12.30. Return, 1.30. Home, *ad lib.*

Sunday, 12. Headquarters, 2 P. M. To Squantum Point via Milton L. Mills, Adams, Coleman streets, etc. Supper at Old Squantum House, or return to city, and supper at Providence Depot.

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset via Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.*

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

CHELSEA BI. CLUB, JUNE:—

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

CRESCENT BI. CLUB:—

Saturday, 17 June, seashore run. Trinity square, 8.30 A. M., to Marblehead via Lyon (from Central square, 11 A. M.), and Swampscott (dinner), and return by same route.

BATTLE CREEK BI. CLUB.—The Battle Creek Bicycle Club, of Battle Creek, Mich., was organized 4 May, 1882, and officered as follows: President, Frank F. Bock; captain, Wm. K. Kellogg; secretary and treasurer, Ralph H. Alward. The regular meetings are held every Thursday evening. The officers are elected semi-annually. There are at present ten active members, which num-

ber will probably receive large accessions during the season. None at present belong to the L. A. W., but it is expected that they will apply for admission immediately. Each member is in possession of a good machine, and all properly uniformed. The Kalamazoo Club, Capt. C. Y. Sebring, rode here (a distance of twenty-two miles) 24 May, and the Home Club dined them at the Williams House. A good time was enjoyed by all. We expect to return the visit soon. At the coming Fourth of July celebration in this city there will be bicycle racing, for which premiums are offered.

RALPH H. ALWARD, Sec.

BATTLE CREEK, Mich., 29 May, 1882

MARIETTA BI. CLUB.—On 30 May, a bicycle club was organized in Marietta, Pa., with the following officers: Dr. H. M. Alexander, president; John J. Carroll, vice-president; Victor M. Halde-man, secretary and treasurer; Charles S. Spangler, captain; Clayton E. Musser, first lieutenant; Samuel B. Gramm, second lieutenant; John P. Libhart, bugler; Byron Lindemuth, guide. Benton G. Hipple is the only other member at present; but several more, who have been waiting for the formation of the club, are expected to join very soon.

SECRETARY.

HERMES BI. CLUB.—At the last regular meeting of the Hermes Bi. Club, in place of W. T. Nicholson, Jr., captain, and Charles Brayman, secretary and treasurer, both resigned. James F. Phetplace was elected captain, and W. T. Nicholson, Jr., secretary and treasurer. After a very stirring meeting the club adjourned and partook of an elegant repast at Ardoene's. Bicycling in Providence is for the most part very dull, but the roads are in fine condition.

PROVIDENCE, R. I., 1 June, 1882.

BINGHAMTON BI. CLUB.—A meeting of those interested in bicycling was held here on 1 June. A club was organized, to be called "Binghamton Bicycle Club," with fourteen members. The following officers were elected: President, E. Kettell; captain, A. W. Clark; first lieutenant, W. F. Sherwood; secretary and treasurer, A. M. Durkee. The suits are to be jacket, knee-breeches of dark gray, and blue stockings and cap. Club colors, scarlet and old gold. The regular business meetings are held the first Friday in each month, and the election of officers is annually, on the first Friday in March. The club has weekly runs on Thursday afternoons, and an annual tour of about two weeks. The bicycling fever has just started here, there having been only two or three machines here for the last two years, but we hope to have a good many additional members to our club before fall. The roads in this vicinity are very good, especially those running West from here, down the Susquehanna Valley. A party of six rode

from here to Owego on Decoration Day, a distance of about twenty-five miles, and returned home in the afternoon on the cars, having found the roads pretty soft after our recent rains. One of our party in coasting down a hill encountered a drove of cows, but by skilful steering he managed to avoid all but the last one, who, not being very well acquainted with bicycles, turned round to investigate it, the machine striking her broadside and throwing the rider astraddle her back. She turned and ran down the hill, the rider coasting with his legs over her horns, much to the edification of our party and several "hayseeds" along the road, but to the chagrin of a small boy on top of the hill, who yelled out, "Ma won't like that!"

A. W. CLARK.

BINGHAMTON, N. Y., 4 June, 1882.

KALAMAZOO BI. CLUB.—The wheelmen of Kalamazoo, Mich., have formed a bicycle club, organized as follows: President, Charles E. Fisher; vice-president, Frank B. Orcutt; captain, Theron Y. Sebring; lieutenant, Benjamin A. Bush; secretary and treasurer, C. L. Dean. Headquarters are soon to be secured, and a uniform adopted. About a dozen wheels are owned there and more coming.

CHELSEA BI. CLUB.—Captain Whiting, with sixteen men, and Secretary Wilkins of the Manchester (N. H.) Bicycle Club as a guest, made a run to Salem, Memorial Day, dining at the Essex House, and making a side run to Swampscott, the whole trip proving most enjoyable to all. The club was dressed in its new uniform for the first time as a club, and made a neat appearance. On Friday evening of last week, the captain and nine men made a moonlight run to Point Shirley, Winthrop, and return. Just before starting on the Decoration Day run, the club was photographed in the square. They met members of the Somerville and Roxbury Clubs in Salem, who were also dining at the Essex House, and subsequently paid a visit to Philbrick's place where the marine bicycles are manufactured.

RACES

Coming Events.

10 June. Amateur championship meeting of the N. 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, 29 MAY.—The two-mile bicycle race in the programme of games of the New York Athletic Club's spring meeting was won by E. A. Thompson of the Lenox Bicycle Club, in 7m. 16 2-5 s., in the final heat. Thompson won the first heat in 7m. 15 1-5 s.

NEW YORK, 3 JUNE.—The annual

spring games of the Manhattan Athletic Club occurred on the club grounds, New York, on Saturday last. Among the contests was a one-mile handicap bicycle race in trial heats. George D. Gideon, of Philadelphia, won the final heat by two yards in 3.15 2-5; F. E. Davidson, of Lenox Bicycle Club, second.

WORCESTER, MASS., 3 JUNE. — Amateur bicycle race at the skating rink, open to riders from Worcester, Springfield, Lowell, and Providence, G. M. Hendee of Springfield, first; F. E. Bramhall of Lowell, second; C. Whipple of Springfield, third. Prizes: gold badge, cyclometer, lantern.

BROOKLYN, N. Y., 30 MAY. — At the games of the Williamsburg Athletic Club, Decoration Day, the two-mile bicycle handicap was won by R. G. Rood, of the Lenox Bicycle Club, 20 yards, in 7m 16½s.; F. E. Davidson, of the same club, 35 yards, second, in 7m. 23½s.; E. A. Thompson, same, 20 yards, third, in 7m. 37s.; Louis Stearns, London, scratch, fourth.

The League Meet.

THE PARADE.

OUR "green hand" substitute, while we were at the front last week, collated from the daily press a very fair account of this most interesting feature of the Meet; and except to correct several inaccuracies of statement, we shall therefore add but little thereto. Soon after nine o'clock, Tuesday morning, the wheelmen began leaving their various quarters, and proceeded in the direction of the Exposition building, where a dense crowd of spectators had already assembled, and which was constantly being augmented by fresh accessions, until the active and well-disciplined Chicago police had as much as they could do to keep the sidewalks and streets clear for the passage of vehicles, whether bicycles or carriages. The day was warm and bright without the least approach to sultriness, with a strong and invigorating westerly breeze, just enough to stimulate exercise without impeding the riders. In consequence of the bad condition of the portion of Michigan avenue fronting Lake Park, the line was formed on the concrete sidewalk (the right resting on Jackson street), along which the procession moved about a mile before taking the street. Michigan avenue or boulevard is a broad, handsome thoroughfare, several miles in extent, and one of the most magnificent drives in the city, not only for the excellence of the street itself, but also because the dwellings of many of the wealthiest and most prominent residents are located upon it. The road-bed is hard and level, but like the macadam of the road between Malden and Medford in this vicinity, is embedded with small stones which impart some degree of jar to the wheel, which one does not experience in most of our south-side thorough-

fares, or on the magnificent stretch of Salem street through Malden, Maplewood, and Linden. The finest wheeling of the whole route of about fourteen miles was on the Drexel boulevard, which was a smooth and easy road-bed like the drive around Brookline reservoir in this city. The line of march was as follows: South on Michigan avenue to Thirty-first street, east to South Park avenue, south *via* Grand boulevard to Fifty-first street; dismount and slack wheels; refreshments; mount and then east to Drexel boulevard, countermarch by the fountain, north to Oakwood boulevard, west to Grand boulevard, north *via* South Park avenue to Twenty-second street, west on Calumet avenue, north to Twenty-first street, west to Prairie avenue, north to Sixteenth street, west to Michigan avenue, north to Exposition building. There were about thirty mounted policemen with the procession, under command of Major Heinzman, and the wheelmen could not speak too highly of the way in which they were looked after by the Major and his men. They were not compelled to stop once, as all the streets were clear, and it was the general opinion that Chicago has one of the best drilled police forces in the world. The review was held in the grand boulevard. Opinions of both press and spectators varied respecting the best appearing clubs; the favorites, however, being the Cincinnati, the Boston, the Chicago, the Milwaukee, and the Champion City Clubs. Of course the Massachusetts and Chelsea Clubs were included in the popular estimate of the Boston delegation; and as one of the three representatives of the Chelsea Club, modesty forbids our expression of opinion on a matter of such vital importance as the comparative excellence of appearance and bearing in the line review.

The number of wheelmen in line, by actual count, was 294. The wheelmen arrived at the Ball Park about two o'clock, and were photographed on the seats at the northeast corner of the grounds. About 250 were in the group. The picture will be 14 x 17 inches, and about 400 copies will be printed. The work was done by the Photo-Mechanical Printing and Publishing Company, of Chicago. The shower prevented the marine bicycle race, which was to have taken place on the basin at half past two o'clock. Three marine bicycles were in the water, and some time was spent in testing them, after which the wheelmen went to dinner.

The parade was officered as follows: Commander, S. A. Marsden of New Haven; staff, Frank W. Hinman of New Haven, Dr. A. G. Coleman of Canandaigua, Alfred Ely, Jr., of Cleveland, A. S. Hibbard of Milwaukee, Fred. Aldrich of Chicago, George H. Day of Hartford, and Buglers Frank L. Sargent of Cincinnati and Arthur Meeker of Chicago. First division, under command of Marshal J. M. Fairfield of Chicago; second division, commanded by Mr. K. N. Put-

nam of New York City, with William V. Gilman of Nashua, N. H., and Fred. H. Benton of New Haven as aids.

THE BANQUET.

The members and guests entered the banquet hall at about half past eight o'clock, P. M., and spent over two hours among the edibles and speeches. Vice-President Fairfield, presided over the festivities, and after the phenomenal stomachs of the wheelmen had been satisfied, introduced Mayor Harrison the jovial and popular chief magistrate of Chicago, who made a most excellent and cordial address of welcome and congratulation to the visitors, expressing his hearty sympathy with bicycling, and admiration of its representatives assembled. He also assured them that so long as he had any influence in the city or its councils it should be exerted in defending the rights and encouraging the growth of bicycling, as a health-giving pastime and recreation. When he arose the wheelmen gave him three cheers and a tiger, and he was so delighted with the reception that he said, "Boys, I wish I was a bicyclist after that." He then went on to say that they had seen the drives and boulevard, and the walks and windows, packed with ladies and gentlemen, and they had seen the waving of handkerchiefs by fair hands as they passed along in procession, so that they could not but have felt that they were already welcome to Chicago. He had wished that he was young again, so that he might be able to ride a bicycle. He thought it was a misfortune to be a gray-headed man under such circumstances, and he wished that he might have been born later, so that he could enjoy riding a bicycle. When he got out of that bed of roses, the mayorality of Chicago, where he never was attacked by the newspapers or prayed for by the preachers, he would endeavor to ride a bicycle. If they thought that he could n't ride, they ought to see him on his Kentucky horse. He spoke at considerable length, and prophesied the almost universal use of the bicycle. He was followed by Commander Marsden, Vice-President Parsons, Capt. Hodges of Boston, President Miller, Capt. Miller of Chicago, Director Munroe of Buffalo, Secretary Putnam, Dr. Coleman of Canandaigua, Mr. Bennett of Cincinnati, and other notable wheelmen. The *menu* was excellent and well served, but without unusual display, the tables being simply decorated with bouquets, and each guest was furnished with a buttonhole nosegay.

The local arrangements were all excellent and well carried out, and the Chicago clubs are to be congratulated on the success of their efforts as a whole.

The Essex County Wheelmen.

IN response to the invitation of the Lawrence Bicycle Club of Lawrence, the wheelmen of Essex County—or more strictly speaking, about one hundred of them—met and held a convention in

that city, 30 May, at the Hotel Brunswick. The meeting was called to order by President Currier of the Lawrence Club, who in a short and happy speech stated the object for which they had been called together, — namely, the formation of a League of Essex County Wheelmen, the object of which would be to facilitate touring, promote good fellowship, and generally to look after the interests of the wheel; at the same time it was not to clash in any way with the L. A. W., but to help that cause along if possible.

Mr. M. D. Currier was chosen temporary chairman, and J. F. Adams of Haverhill, temporary secretary.

On motion the Chair appointed as committees on organization:—

E. E. Branch of Lawrence, J. H. Bowie of Salem, W. E. Bixby of Haverhill, F. W. Goodwin of Lynn, J. R. Sumner of Newburyport, and H. L. Sherman of Lawrence.

On motion the Chair appointed as committee on constitution (said committee to report before committees previously appointed) A. I. Dupont of Andover, George Chinn of Marblehead, and A. D. Blanchard of North Andover.

The several committees having retired to deliberate, it was unanimously *Resolved* by the visiting wheelmen that the Lawrence Bicycle Club deserve and have their hearty thanks for the unbounded cordiality and hospitality which has been shown to them (the visitors) to-day.

Returning to the meeting, the chairman of the committee on constitution presented the following draft, which was adopted — with amendments — by sections, as follows:—

Constitution of the League of Essex County Wheelmen.

NAME.

ARTICLE I.—This organization shall be known as "The League of Essex County Wheelmen."

OBJECTS.

ARTICLE II.—Its objects shall be to promote the general interests of bicycling, and to encourage and facilitate touring.

MEMBERSHIP.

ARTICLE III.—Any amateur wheelmen in Essex County, of good standing, may become a member of this League upon payment of an initiation fee of fifty cents. The standing of an applicant for membership shall be decided by the local wheelmen.

OFFICERS.

ARTICLE IV.—Its officers shall be: a president, vice-president, secretary, treasurer, commander, and an executive committee, to be composed of one member from each town and city; these officers to form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill all vacancies.

The committees on organization reported two lists of officers, which were as follows:—

For president, M. D. Currier of Lawrence; vice-president, E. F. Davenport of Marblehead; secretary and treasurer, Chas. Giddings of Beverly; commander, Chas. H. Goodwin of Haverhill.

The second ticket was: For president, M. D. Currier of Lawrence; vice-president, A. J. Philbrick of Salem; secretary and treasurer, J. F. Adams of Haverhill; commander, W. O. Faulkner of Lynn.

Committee's report was accepted, and they were discharged; and on motion the convention proceeded to ballot for officers, with the following result:—

For president, M. D. Currier of Lawrence was chosen by acclamation.

Messrs. M. D. Spooner of Lawrence and David Smith of Andover were appointed to collect, sort, and count ballots for vice-president, and reported as follows: Number of votes cast, 62; necessary for choice, 32; E. F. Davenport had 32; A. J. Philbrick, 28; scattering, 2. E. F. Davenport was declared elected.

The offices of secretary and treasurer having been separated by an amendment of constitution, the same committee collected, sorted, and counted the ballots for secretary, and reported as follows: Number of votes cast, 62; necessary for choice, 32; J. F. Adams had 60; Charles Giddings, 2. J. F. Adams was declared elected. For treasurer, J. P. Burbank of Salem was elected by acclamation. Mr. C. H. Goodwin's name for commander having been withdrawn, W. O. Faulkner of Lynn was elected by acclamation. The following names were proposed for executive committee by the delegates from the several cities and towns, and were unanimously elected. Francis Cogswell of Lawrence, Frank Winship of Lynn, Malcolm Douglass of Andover, A. D. Blanchard of North Andover, R. H. Robeson of Salem, P. H. Shirley of Marblehead, F. D. Smith of Newburyport, and W. E. Bixby of Haverhill. Beverly's delegates having been obliged to leave for home, no director was named for that place, it being the sense of the meeting that each town should have the right to name its own director. Meeting adjourned.

J. FRED. ADAMS, *Sec.*

The Massachusetts Bicycle Club.

THE sun shone bright and clear on the morning of Decoration Day, 30 May, as the Massachusetts Bicycle Club pulled on its long blue stockings, congratulating itself meanwhile that at last a club run had been favored by pleasant weather. The run had been called for nine o'clock A. M., and at that hour a baker's dozen of "boys in blue" were mounting wheels beside their comfortable headquarters on Columbus avenue. Several Cambridge members fell into line on the Mill Dam. At the Reservoir a dismount was made for a few moments, and a few words exchanged with the stray wheelmen almost always to be seen lounging about the "culvert" at the upper end of the large basin, and then the club was awheel again, climbing up the long grade toward Newton Centre. At Hammond street a turn was made in the direction of West Roxbury, and the club rolled rapidly along that beautiful highway, enjoying to its utmost capacity the perfect road and sweet spring air, and admiring the charming views of beautiful fields freshly robed in their new spring suits of green, and the new white uni-

forms of the many apple-trees. A little further on, a road is reached that has not been "sandpapered" for at least a week, and now commences the serio-comic business of the day. "Our bugler," intent upon the beauties of nature all about him, does not notice the white petal of some fragrant apple blossom in the pathway before him, and carelessly allows his wheel to roll upon the tiny obstruction; a moment of agony for "our bugler," a moment of triumphant victory for the tiny white leaf from the apple bloom, and "our bugler" is a mass of struggling confusion 'neath a stanch, full-nickelled Harvard. Five seconds later and every rider is bending anxiously over the fallen blower of the trumpet; thank heaven, he is not dead, else he could not groan so loud! But what a sight! a miller never was more white from the dust of his mill than our handsome bugler from the dust of that West Roxbury road; and *such* a nose! the jolliest toper that ever smacked his lips over his brandy and soda never boasted a more beautiful "toddy blossom" than now illuminated the countenance of this staid old Massachusetts man. But he was not killed, and every one congratulated every one else, and moved on. Just before Dedham was reached, a little 46er was seen to jump suddenly over the head of his machine, and disappear for a moment beneath some bushes beside the road: and then he hastily returned, remarking something about a magnificent butterfly that he had been trying to catch for his collection.

At Dedham a hundred quarts of real milk were quaffed by the thirsty wheelmen. Then came a nine-mile struggle against a head wind to Hotel Wellesley, where the Worcester Club extended its friendly flipper. Messrs. Pratt and Tolman and other famous wheelmen were there, and seemed to be enjoying themselves in true bicyclist's fashion. It was quite a novelty to see two 6-inch men together,—Mr. Tolman of the Worcesters and Lieut. Griffiths of the Massachusetts. After dinner Baker's interesting grounds were looked over, and at 5 P. M. the club turned its tireless tires toward Boston, and after a rapid run of twelve miles an hour, by watch and cyclometer, the Decoration Day run was something of the past. CARL.

Bicycling in France before the War.

BICYCLING really commenced in France in 1868, although as early as 1865 Mr. Michaux, son of the manufacturer to whom is due the application of the pedal, had used a machine. At that period he rode a machine with both wheels of the same size, and only 31½ inches in diameter. In 1867 Mr. Michaux rode a 35-inch wheel. In 1868 several race meetings were held in different parts of France, in which some twenty wheelmen took part. Mr. Moret, a young man nineteen years of age, succeeded in beating all the principal racers, and may be

considered the champion for that year. In the early part of the year he rode a 35-inch machine, but in a race at Eng-hien he won a 40-inch wheel, which he afterwards rode. The principal prizes were won this year by Messrs. Moore, Tribaut, Castera, and Michaux, but times and distances were not recorded; which is unfortunate, as they would be of great interest now. Bicycling affairs took a great "boom" in France in 1869. Many new manufactories, were established in different places, the number of riders multiplied so rapidly that a special organ, *Le Velocipede Illustré*, was published, and met with great success; clubs were formed everywhere rivalry sprang up among the amateurs of the new sport, and as a natural result great improvements were made in machines. From April to September races were held every Sunday, and sometimes during the week, in many of the principal cities. Medals and money prizes, sometimes as large as \$200 (1,000 francs), were offered at these races. Mr. Castera won the title of champion for 1869.

The principal event of the year was a road race from Paris to Rouen, a distance of seventy-six miles (one hundred and twenty-three kilometres). This race was organized by a manufacturing company called *La Compagnie Parisienne*. Four money prizes, the first prize being 1,000 francs, and a commemorative medal for each rider who should reach Rouen within twenty-four hours, were offered by this enterprising firm to induce wheelmen to enter for the race. Sunday, 7 November, 1869, was appointed as the day for the race, and at 7.30 o'clock on the morning of that day one hundred wheelmen started off, thirty-one of whom reached Rouen within the given time. Mr. Moore was first,—time 10h. 45m.; Castera and Bobilier came in second and third, in 11h.; and H. Pascaud arrived fourth, in 12h. only 24m. ahead of Mr. Biot. Before midnight thirteen riders reached Rouen, and eighteen more arrived before 7.30 the next morning; one of these latter, a Mr. Tissier, rode a tricycle. Mr. Castera rode a machine with wire spokes and a rubber tire, and it is said to have weighed only forty-four pounds. Most of the machines were made of wood, and that of Mr. Bobilier, who arrived with Mr. Castera, weighed nearly ninety pounds.

During the year 1869 an exhibition of bicycles was given in Paris, and sixteen different machines of French make, one of English, and one of German, were shown. In the following year (1870) came that terrible war, and as one of its lesser results the total abandonment of bicycling. In the commencement of the year, France probably led the world in numbers of wheelmen and clubs, as well as in perfection of its machines; but the war gave bicycling a blow from which it is just beginning to recover. S.

Some Jersey Headers.

MR. C. J. WOOD, the new director for

New Jersey, is an active member of the Orange Wanderers and the Hackensack Bicycle Club.

THE Orange Wanderers escorted the Brooklyn and Kings County Clubs from Newark through the Oranges to Montclair, and return, on Decoration Day. Thirty wheelmen participated in the run, and all voted it a most delightful one. Dinner was served at the Mansion House (L. A. W. Hotel), Orange, after which the visitors rode to Newark and took the train home.

DIRECTOR JOHNSON, of the O. W.'s, rode a Cheylesmore D. D. tricycle up the Park Hill, Orange Mountain, Saturday evening, 3d inst. This is considered the most difficult rideable hill in the State, and has never been surmounted by a tricycle before, though three or four bicycles have been ridden up it. The surface is fine, hard macadam, and the grade about one in three (?). Length, one fifth mile. There was none of the slip so strongly felt in the two-wheeler.

It is reported that an ingenious New-ark 'cycler has patented a flexible stove-pipe bicyclist's legging for the protection of his fellow-townsmen. Which reminds one of the man with a big copper kettle, who found the mosquitos so unendurable while crossing the Newark flats that he inverted the kettle and crawled under it, whereupon the "bloody varmints" settled in vast hordes and commenced calmly to drive their bills through the metal in search of the tender morsel beneath. The prisoner, however, had a hammer with which he proceeded to clinch on the inside these ferocious weapons. Well—the mosquitoes flew off with the kettle, and the man — .

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.]

The League Racing Rules.

Editor Bicycling World:—I stand up on one of the back benches to protest, in a humble way, against that part of the L. A. W. racing rules which prescribes a standing start for all races, or no record. This rule was no doubt adopted after consideration. Probably it was adopted because most of the racing men who have records desired it to be so. I have no record; I never shall have one, unless somebody invents an improvement to make other wheels go slower than mine. The dignified pace of sober age suits my capacity best. But I claim—though wheelmen generally may be surprised that I should do so—a mild and modest interest in all matters pertaining to the wheel.

If I am not mistaken, among the principal reasons underlying the adoption of the standing-start rule were these: 1. That this is the English rule. 2. That those who now have records obtained them

under this rule. 3. That to change this rule would interfere with comparisons with former records in this country and Europe. If the sport were new, and rules were now to be made *ab initio*, I doubt if this rule would have been adopted.

I object to it for several reasons. 1. It renders a race not entirely a contest between the riders themselves, but partly between the skill and speed of the riders, and partly between the skill of the starters. I have myself twice seen the best rider in a race dismounted, and three times one of the best set back, by the blunder of his starter, although the starter was in each instance trained, and might not make another error in a score of races. 2. The true principle is to reduce everything to the skill and speed of the riders alone, unaided and unhindered by any assistants. 3. The flying start, with a rule that there shall be a scoring line thirty feet back of the scratch, that the men shall mount and cross the scoring line abreast, and ride abreast across the starting or scratch line, making it a false start and liable to a recall unless they pass over this thirty feet together, and cross the scratch abreast, would effectually prevent jockeying by attempting to get in line at too great speed. Also, any dismount before crossing the scratch should occasion a recall, and the judges should have the power to place or exclude any rider who would not, in three trials, make a fair start. 4. If there must be a standing start, every rider should be required to mount and start his own machine without assistance. If he rides a machine difficult to mount alone, that would be his own fault; or if he could not mount easily and quickly. And a foul in mounting, or a fall, should be reason for a recall, with placing or exclusion after a third trial for the guilty ones.

I think the flying start the fairest and best. I believe this will become the rule some day. It will reform handicapping, so as to compel the giving of time at the end of a race, instead of distance at the beginning; and it will tend to separate racers into classes, like trotting horses, according to their records. It will leave each rider solely to his own resources of skill and speed. It will give every rider a fair command of his machine before he begins to race. It is the popular American method,—the English start their trotting horses from a standstill, which we never do. Records under the standing-start system can be compared with the flying start by allowing an agreed-upon average difference in seconds, and always stating under which system the record was made; at least I think the rule should allow a flying-start record, with the letters f. s. attached to show the start, and s. s. for standing start. To exclude the flying start from any record, when it is much the most popular, when it allows the spectators to see the start most clearly, and when it makes every competitor in the race

dependent entirely upon his own unaided skill and speed, seems to me unwise, and calculated to detract from public interest in bicycle races. In these opinions I am joined by many wheelmen who, like myself, occupy humble positions on the back seats. B.

Essence of Professionalism Further Considered.

Editor Bicycling World:—In my last letter I tried to do justice to the curious position of the framers of the League Constitution, that while a greenback is "money," a ham is "glory"; and that while a racer who takes a ten-dollar bill for a prize and pays his grocer with it is a "professional," and is racing for the money he can make, the one who takes an order on the grocer for ten dollars' worth of goods is an "amateur," and races for "honor" and "love of the sport." I propose now to consider further the equally funny idea that while furnishing one's house by a successful race is evidence of disinterested love of the sport, working ten hours a day teaching the management of the wheel is mercenary and corrupting.

It should be borne in mind that the mere fact of getting money by knowing something about bicycles does not injure a man's character: it all depends on *how* he gets it, and the teacher does not get it in such a way as to damage or corrupt him in the least. His employment gives no opening in itself for dishonorable conduct, and it is grossly unjust to presume it in advance. The truth is, those who speak of a teacher of bicycling as practising the art for money are deceiving themselves with words. He does not do so in the sense in which a professional rider practises it for money, any more than the machinist who repairs bicycles, or the clerk who describes them to customers. Their functions are just as mercenary, just as "professional," and just as liable to make them "careless of their methods" as his; and there is no more reason why he should be barred from amateurship than they. It is a shame that this wretched and meaningless verbal quibble about "making money out of their knowledge of bicycling" should be allowed such weight, and made to uphold such an inequitable distinction.

A similar fallacy underlies the statement that "the theory is that one who devotes his whole time to any particular business will become more proficient in it than a person who gives it a portion of his time only." The teacher does not give his whole time to learning how to race, in any such sense as a lawyer gives his time to practising law, or a machinist to working over machinery. Much of his time is given to business no more in the nature of training himself for racing than if he were running an old-fashioned cider-mill, or teaching a country school; and what he has for private practice is no such formidable thing as to grow alarmed over and make a special rule about. I know the "theory" is that he is sure to

become a first-class racer in the employment; but the very point of my argument was that the theory is nonsense, and is not borne out either by facts or reasoning. The truth is notoriously the converse: that they are hired or set up as teachers *because* they are experts in the use of the machine already. Their skill is their original stock in trade: they do not gain it afterwards. If the rule were made that after a racer has shown a given degree of skill, he shall be forced to quit the amateur ranks, there would be some sense in it; but a rule that a man shall be supposed to have fine racing abilities, and also a corrupt character, by virtue of his employment, without further evidence, is a gratuitous affront to the understanding. As it stands now, the teacher has no place at all if he is not a gifted racer: he can't race in professional contests because he would always get beaten, and he can't be an amateur because the sapient League officers consider him a dangerous character.

A word more on the injustice of this: If bicycling is to become general, there *must* be teachers of it. It is not like athletics proper, where those who are trained are trained for competitions, and have no other reason for being trained; it is more like teaching children to walk. I deny that it is "impossible to make any distinction between the teacher of slow and fancy riding and the trainer of racers": that distinction is as clear, radical, and fundamental as that between amateur and professional riders, — much more so if the League rules are taken as a guide. The object of the former is not to make "sports," but road riders; and unless some one teaches them, most of them will never ride at all. The vocation is not only honorable, but indispensable; and it seems to me the height of unfairness to proscribe a class of men without whom the business would virtually come to a standstill, or to insist on affixing degrading conditions to the acceptance of the employment. The result can only be to lower the character of the teachers, and by consequence of those to whom they teach.

Finally, in reply to Mr. Stall's resentful disclaimer of wheelmen's doing anything so mean as to sell even a piece of merchandise won in a race, I freely credit him with a much tenderer conscience and keener sense of honor than my own; for I confess I cannot see the moral difference between using an article and swapping it for something I want more or selling it outright. It all goes into my pocket just the same. I took it for granted the permission to race for such a prize was a tacit permission to do what one pleased with it without any moral obliquity. The fact is, racing for goods is racing for money, disguise it as one will; and what shape they take is of very little importance. Besides, how is any one to keep track of such prizes; who will ask for or care to trace them? Mr.

Stall can show his medals or cups to his visitors; but if I called upon him, would he show me the remains of a pair of breeches framed and hung up in the parlor, or an empty potato sack in a glass case? Would a friend say, "Why, where is the barrel of kerosene you won at the Institute?" or remark, "I don't see that quarter of beef you scooped in at Attleboro'?" I doubt it. (Of course I am putting hypothetical cases, and supposing him to be a family man, which I hope he is for his own enjoyment.) It is only necessary to state such possibilities to show the absurdity of raising any high-toned moral questions about the matter.

The foregoing analysis of the League rules has shown, I think, that they rest on no basis of reason or intelligent discrimination, but a mixture of heedless copying of other associations' rules and sheer arbitrary caprice. "We won't let teachers in because — we won't let them in, and there's an end on 't." This is what it comes to, and perhaps is all that can be expected; but it is very much less than justice demands. And with this I take leave of the subject, and make room for others to be heard. F. M.

BOSTON, April 30, 1882.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents 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.

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 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

Officers L. A. W.

President, W. H. Miller, Columbus, Ohio.
Vice-President, A. S. Parsons, Cambridge, Mass.
Corresponding Secretary, K. N. Putnam, 54 Wall street, New York.
Recording Secretary, A. S. Hibbard, Milwaukee, Wis.

Treasurer, Wm. V. Gilman, Nashua, N. H.

DIRECTORS.

California. — Geo. H. Strong, San Francisco; G. L. Cunningham, San Francisco.
Connecticut. — T. B. Beach, Hartford; Dr. T. S. Rust, Meriden.
District of Columbia. — P. T. Dodge, Washington; Max. Hansman, Washington.
Illinois. — J. M. Fairfield, Chicago; H. G. Rouse, Peoria.
Indiana. — Harry Bates, Indianapolis; John O. Perrin, LaFayette.
Iowa. — D. R. Craig, Keokuk.
Kentucky. — H. Bedao, Louisville; C. W. Macklin, Frankfort.

Maine.—C. H. Lamson, Portland; F. H. Ellwell, Deering.

Maritime Provinces.—Clarence H. Dimock, Windsor, Nova Scotia.

Maryland.—Albert Trego, Baltimore; Clymer Whyte, Baltimore.

Massachusetts.—Fred. S. Pratt, Worcester; E. C. Hodges, Boston.

Michigan.—Frank H. Escott, Grand Rapids.

Minnesota.—Chas. N. Chadbourne, Rochester; C. H. Porter, Winona.

Missouri.—F. M. Gifford, Edina; Richard Garvey, St. Louis.

New Hampshire.—C. A. Hazlett, Portsmouth; E. M. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange; C. J. Wood, Hackensack.

New York.—W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.

Ontario.—S. W. McMichael, Brantford.

Ohio.—Fred. T. Sholes, Cleveland; J. G. Kitchell, Cincinnati.

Pennsylvania.—Chas. Bellz, Pittsburg; W. E. Montelius, Philadelphia.

Quebec.—H. S. Tibbs, Montreal; W. N. Campbell, Quebec.

Rhode Island.—Chas. T. Howard, Providence; A. G. Carpenter, Providence.

Vermont.—A. W. Childs, Brattleboro'; Geo. E. Styles, Burlington.

Wisconsin.—A. A. Hathaway, Milwaukee; A. C. Jones, Milwaukee.

STANDING COMMITTEES.

Rules and Regulations.—W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

Rights and Privileges.—A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

Membership.—K. N. Putnam, New York, N. Y.; W. F. Gullen, Brooklyn, N. Y.; L. H. Johnson, Orange, N. J.

Racing.—E. C. Hodges, Boston, Mass.; A. A. Hathaway, Milwaukee, Wis.; Clymer Whyte, Baltimore, Md.

CURRENTS CALAMO

WELL!!

DID you go?

To the Chicago Meet?

THE Capital Club of Washington rode to Great Falls, Decoration Day.

MILWAUKEE turned out the largest number,—eighteen men in line.

"PAPA" WESTON envies Jumbo because he never has to check his trunk.

THE racing season has commenced. Get in training, gentlemen, and lower the records.

THE Essex County Meet was half as large as that at Chicago, and all the city enjoyed it.

THE Providence Club sent two of its best and handsomest members to represent it at the Meet.

THE Milwaukee and Cincinnati men generously and materially aided the local wheelmen in their arrangements.

THE Boston Club had the largest representation of any Eastern club,—ten men in line; fifteen members in the city.

DOCTOR COLEMAN, of Canandaigua, went as far as Rochester with the Boston Club on the return trip from Chicago.

COMMANDER MARSDEN handled his army admirably, and all things considered we think he would make a good Connecticut governor.

THE press of St. Louis is pretty unanimous in animadverting on the wretched condition of the streets of that city. Come, bicyclers, wake up.

"PAPA" came near being taken in by female banco steerers while the line halted at South Park; but two of his children, who saw the danger, promptly stepped from the ranks and led him out of his peril.

THE Crescent Club are naturally indignant at the action of the Massachusetts Club delegates, and indorse the action of the Boston Club.

THE Roxbury Bicycle Club made an enjoyable run to Cohasset and return, in company with members of the Crescent and Union Athletic Clubs.

THE Cincinnati Club looked quite natty in their rich olive-green suit of velveteen, and won much admiration for their fine riding and appearance.

OUR copy of the stenographic report of the L. A. W. business meeting has not yet come to hand, and we must therefore defer its publication another week.

PARTICULAR attention is called to the advertisement headed "Bicycle Reward." Here is a chance for a person to make \$25 with little trouble. Look about for a Special Colu rbia, No. 586.

EITHER Prince or Rollinson or both could easily have done their seventy-five miles daily each, inside of five hours, at the Casino; or either alone could have beaten the horseman in the 'six-days' ride.

COMMANDER MARSDEN and FRANK HINMAN were entertained in Washington last Friday by members of the Capital Club. The Capitals are contemplating a steamboat excursion at an early date.

THE Essex Bicycle Club of Newark, N. J., with a number of New York wheelmen, made a run to Plainfield, Memorial Day, indulging in a dinner and a parade. The Orange Club of the same city went to Pompton.

THE portion of the Boston Club that did not go to Chicago "split up" on Decoration Day, in the absence of their captain, and rode whithersoever they listed, some going to Salem, some to Gloucester, and some to other localities.

VICE PRESIDENT FAIRFIELD and the Chicago wheelmen labored earnestly and successfully for the entertainment, comfort, and convenience of the visitors, and they are to be congratulated on the excellence and orderly conduct of the parade.

CAPTAIN C. J. SIDEY, late of the Montreal Bicycle Club, but now in Edinburgh, sends us a circular of the Scottish Meet, to take place in the latter city, 17th inst., he being honorary secretary and treasurer for the occasion.

THE members of the Boston Club each carried two small silver-plated sleigh-bells on his handle bar, which kept up a continual jingling and produced a pretty effect, much admired by all and eliciting complimentary notice from the Chicago press.

WE cordially thank the officers and members of the Montreal Bicycle Club

for a handsomely mounted 10 x 14 photograph of the club. We invite friends to call at our office and see the "Club Dawg," "Jingling Johnny," "Hungry Tommy," and the rest of 'em.

THE correct roster of clubs at the Meet, and the full report of the business meetings with the revised constitution, will be given in the WORLD next week, and every member of the League will receive a copy, as an extra large edition is specially ordered for the purpose.

THE Massachusetts Bicycle Club holds its first championship race at Beacon Park to-morrow, Saturday, 10 June. This is sure to be an exciting event, with three remarkable riders, Messrs. Ahl, Clafin, and Corey contesting first position. The race is called for 4 P. M.

C. F. HANDY, the bicycle dealer of Providence, R. I., whose rink was destroyed by fire a few months since, opened new quarters on Saturday last, on which occasion he received a large number of friends. The new rink contains a bicycle track, shooting gallery, pool room, etc.

WHEELMEN at the League Meet in Chicago, who were so indignant at the scurrilous article in the *Times* of that city on Tuesday morning, will be glad to learn that the editor repudiates the article, and has discharged the low-minded fellow who smuggled it into his columns. Furthermore, the editor not long since ordered a bicycle of the manufacturers for his own son.

THERE is to be a most interesting and exciting bicycle race at the Casino, Saturday evening of this week, and the contests will be genuine. We are informed, in addition to the announcement in our advertising columns, that Prince and Rollinson will be scratch men, Morgan and the Harrisons will be allowed one mile each, and that Mlle. Armaindo will also compete, with a five-mile handicap to her credit.

WM. M. WOODSIDE, late of New York, is now in Ireland, and is surprising the natives by his performances on the race track. At the annual sports of the Templepatrick A. A. Club he carried away the first prize, a silver tea service, in a two-mile race. At Belfast, in the sports of the Queen's College Club, he engaged in a two-mile handicap, gave our old friend, C. D. Vesey, seventy yards, and beat him handsomely. The same day he left his opponents, in a four-mile race, many laps behind. Mr. Woodside now hails from Coleraine.

HORSES VS. BICYCLES. — The race between the horses and the bicyclers terminated on Saturday evening at the Casino. Mr. Le Roy, the horseman, accomplished seven hundred and thirty-six miles, and the bicyclists but seven hundred and seventeen miles. The particulars of the affair we do not care to go into, because the race was not run on

its merits, and the horseman was allowed to win. Such riders as Prince and Rollinson could easily have covered one hundred and fifty miles in the ten hours given them, had they been inclined to. Many floral tributes were given to the contestants by lady friends, and the farce was completed by a presentation to Rollinson on the grand stand, by "his many friends," of the same gold bicycle with a diamond centre originally presented him by Elsa von Blumen, last August, at Albany, where he won the first place in a trick-riding contest against no competitors, and which has since done duty as a "testimonial" on many occasions.

DRIVING several times in the park within the past two weeks, when it was very much crowded with vehicles and equestrians, and when mingled among them were a considerable number of bicycles, *we made it a point* to notice what effect they would have upon the horses, and we can say that in *no single instance was the slightest attention paid to them*. The risk run by the riders of these graceful machines is much greater, apparently, than those in vehicles; and we may add that the danger from fast, unlawful driving is five times more to be apprehended. — *Germantown (Philadelphia) Telegraph, May 31.*

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.

FOR SALE. — A 50-inch ball-bearing Columbia; brand new; has not been used but three weeks; owner wants a larger one. Address U. J. WARREN, Lincoln, Ill.

FOR SALE CHEAP. — A 52-inch full-nickelled Standard Columbia; new in 1881; in perfect running order; will sell (inside thirty days) for \$60 cash; Hill & Tolman bell, and Pope lamp attached. Address LOCK DRAWER F, Decorah, Ia.

FOR SALE. — A 54-inch half-nickelled Standard; in excellent condition, and ridden but little; will be sold with pants and stockings for \$65; a bargain. Address WALTER DEAN, Box 206, Attleboro', Mass.

BICYCLE REWARD. — \$25 will be paid to anyone writing me where a 52-inch full-nickelled Special Columbia can be seen, with the number 586 stamped on top of back from directly in front of saddle, as the peculiar mechanism of this machine is valuable to the advertiser. Address PROF. EDWARD P. ZONIBOR, Box 509, Natick, Mass.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

WANTED. — A good Second-hand Bicycle, 48 or 52-inch, at a very low price. Address, giving full particulars, E. E. BARRETT, Miller's Falls, Mass.

FOR SALE. — A 56-inch Expert Columbia; full-nickelled; in first-rate order; been run about two weeks. Address L. C. TRAVERS, South Gardner, Mass.

MUST BE SOLD THIS MONTH. — Special Centaur Tricycle; 48-inch wheels; ball bearings; front steering; strap brake; cost \$140; price, \$75; crated. A 58½-inch Yale Racer; full-nickelled; Bowin's ball pedals; almost new; cost \$156.50; price, \$100. Racer may be seen at the Cunningham Co's. L. H. JOHNSON, Orange, N. J.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

LEAGUE Photographs,

TAKEN AT THE MEET IN CHICAGO,
NOW READY.

PRICE, 17 x 20 for framing \$1.25 each.

" 5 x 8 Album size50 each.

Send, unmounted, free by mail on receipt of price. These pictures are sharp and well executed, and every person is clearly defined.

THE JOHN WILKINSON CO.

77 State Street - - - - CHICAGO, ILL.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

MISCELLANEOUS.

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

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

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

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

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

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

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

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

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

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

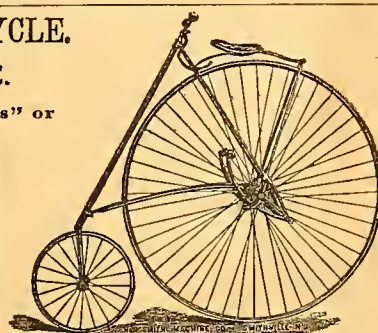
MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

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

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

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

BOY, the Athletic Outfitter, 21 and 22 Leadenhall Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

Price for Plain Saddle.....\$3 50
Price for Nickel-plated Saddle..... 4 50

Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. \$2.00, postpaid.

THIS IS NEW

Bicyclers' Handy Hook.

To fasten trousers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,
HARTFORD - - - - - CONN.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

157 Washington St. - - BOSTON, MASS.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

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

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

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

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - - 8 PEMBERTON SQUARE, BOSTON.
THE TRADE SUPPLIED.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth.....	\$2 00	Cycling Sketches, cloth.....	\$1 00
Patent File and Binder for World.....	2 00	Wheelman's Year Book.....	50
American Bicyclist Journal, bound in cloth.....	1 00	Photographs of Wheelmen at Newport.....	2 00
L. A. W. Hand-Book, 1881.....	4 00	SUBSCRIPTIONS.	
Sturmy's Indispensable, 1880.....	30	Cycling, Newcastle-on-Tyne, England (monthly).....	1 00
1881.....	30	Cyclist, Coventry, England (weekly).....	1 75
American Bicyclist, by Charles E. Pratt.....	50	Le Sport Velocipedique, Paris (weekly).....	1 75
Velocipede, History of.....	60	Bicycling News, London, England (weekly).....	3 50
Lyra Bicyclica; Poems by J. G. Dalton.....	30	Bicycling Times, London, England (weekly).....	3 50
	60	Tricycling Journal, London, England (weekly).....	2 00

SPECIAL NOTICE TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice:—

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48, 50, 52, 54 inch. S. H. F. Premier, 48, 50 inch. Royal Challenge, Singer & Co., 38, 50, 52, 54, 56, 58 inch. S. H. F. Advance, James Beech, 48, 50, 52 inch. The Albert, 36, 38, 40, 52 inch.

TRICYCLES.—Meteor, 40-in. wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché double driver, 48-in. wheels. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL, MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.; Hillman, Herbert & Cooper's Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals; Hy. Keat & Sons' Bugles and Slings; John Harrington's Cradle Springs; Jos. Lucas' Lamps. Backbores, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the **LARGEST** and **MOST COMPLETE ILLUSTRATED CIRCULAR** yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.