

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William S. Gilman, Editor.

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OF THE

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Reasons Why

THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They read the BICYCLING WORLD through,—advertisements and all,—and, as is not the case with the ordinary newspaper, after reading they preserve instead of destroying it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Our correspondents are requested to direct all communications intended for the editor, or for publication, to WILLIAM E. GILMAN, 8 Pemberton square, Boston, and not to the BICYCLING WORLD. Our reason for this is that a new daily journal called The World has been started, and the similarity of names causes some postal confusion and consequent annoyance. Business letters to this office should be addressed to E. C. Hodges & Co.

Boston Amusement Record.

BOSTON THEATRE.—"Joshua Whitcomb."....
BOSTON MUSEUM.—Dion Bouicault in "Arrah na Pogue." Next week, "Sul-a-Moir."...GAIETY THEATRE.—"Girofle-Girofla."...GLOBE THEATRE.—"Patience." Next week, "The Hanlons."...HOWARD ATHENÆUM.—"Swift and Sure."...PARK THEATRE.—Maggie Mitchell in "Little Savage." Next week, Jauschek....WINDSOR THEATRE.—"Si Sileum."

The Bicycle Beginner.

He was nearly dead, but his friends all said
That he needed more exercise;
He bought a machine that no one had seen,
And arrayed him in cycling guise.

Encased was each limb, but oh! he looked slim,
With breeks barely reaching his knees,
As he dragged by force his treacherous horse
Through the harsh, unæsthetic frieze.

He tried it alone, in the evening's gloam,
Where the road was rough and hilly,
And he sweetly lies where the sunset dyes
The sunflower and the lily.

IRA JOYCE.

CURRENTS CALAMO

GARVEY's absconding manager has been arrested in New York.

"THE King is dead. Long live the King!"—The Kentucky Bicycle Club.

MR. VESEY complained, while here, that he could not get a good beefsteak, nor even satisfactory roast beef or lamb.

CONSUL HAND, of Scranton, Pa., has our thanks for sending us a fine photograph of himself and his "Harvard" wheel.

WE have some of the new League badges on exhibition and for sale at this office. Gold or silver, with garnet stone, \$5 and \$2.75. Call at 8 Pemberton square, Boston, and see them.

THE Boston and Massachusetts Bicycle Clubs will hold their annual meetings next week, the former Monday evening at Young's Hotel, and the latter Tuesday evening at the Hotel Vendome.

LOUISVILLE wheelmen are having something of a "boom" just now, with the exciting matters of reorganization and the approaching inter-city contests with the broad-tread bicyclers of Chicago.

F. S. ROLLINSON is going to England on business about the middle of February, and expects to remain there three or four months. He intends to fetch home a seventy-six inches high younger brother, who can easily tread a 62-inch wheel; and Lieut. Conkling threatens to go him one better, even if he has to use stilts.

WE have received from Messrs. Fairfield & Taylor one of their McDonnell cyclometers. Its small size certainly commends it, not being larger or heavier than a lady's watch. Messrs. Fairfield & Taylor guessed our wheel (50-inch) accurately, and as soon as the condition of the highways is favorable we shall hasten to test its quality.

CALIFORNIA wheelmen are fortunate in having a longer riding season than we Northerners, and they are already bestirring themselves for the spring campaign. The San Francisco Club intends holding a number of special runs, the first to come off early this month, the objective point being San Mateo. The Oakland and other local wheelmen are expected to participate.

AN indignant but patriotic Briton, now in self-exile at London, Canada, sends us the following "crusher" on a postal card: "After reading article on International Racing Celebrated British Dog, etc., I do not want any more of your slang I had just Prepared 10-line advt. for six months in your paper, but you can go to the D—with your Insults. Give foreigners Fare Play is all I ask."

MR. C. D. VESEY says that the feat of riding on one wheel only of the bicycle originated in England in this way: A young man had broken the backbone of his machine, and was at too great a distance from any manufactory where he could get it repaired except at great expense; so he tried to ride it on one wheel, and finally succeeded, attaining great proficiency and performing some remarkable and daring feats,—such as descending a steep hill, riding up and down a flight of steps, etc. He could not mount the wheel, however, without assistance, somebody being required to hold it for him. The WORLD has referred to this before.

THERE are to be a number of interesting bicycling events in Louisville 3 and 4 February, at the Exposition Building, comprising trick and fancy riding, slow racing, a boys' race, exhibition riding by Louise Armaindo, Rollinson's female pupil, and some gymnastic exercises, on the first date; and on the second date the bicyclienne will endeavor to ride forty-five miles quicker than Rollinson will ride fifty, the contest beginning at noon, and in the evening there will be an inter-club race between the Falls City and Chicago Bicycle Clubs, distance fifty miles. Capt. Miller, 57-inch wheel, and Lieut. Conkling, 60-inch wheel, will represent the latter club. The track is about seven laps to the mile. We have not yet been informed who will represent the Falls City Club.

A CADIZ (Ohio) correspondent complains that the wholesale news companies (American Central, etc.) charge retailers six cents per copy for the BICYCLING WORLD, making it cost them \$3.12 per annum, leaving them a profit of one cent a copy only. Our correspondent suggests that we arrange with wholesale dealers to keep supplies on hand, allowing them to send copies to newsdealers all over the country, and making unsold copies returnable. In reply we would say that with us our subscribers are the first consideration, and we give them the paper at the lowest possible price. We sell a great many copies through the news companies, allowing them very liberal terms; and although the price quoted seems extortionate, we can do nothing to bring about a change. We offer great inducements to subscribers (viz., one month twenty cents, three months sixty cents, or six months \$1.00), and it would seem that any person interested in the WORLD should be willing to enter his name directly with us, for a short or longer period.

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, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

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 Tuesday morning, and longer articles by Monday morning.

BOSTON, 3 FEBRUARY, 1882.

THE L. A. W.

ALTHOUGH, as the official organ of the League of American Wheelmen, this journal, like the "organ" of a party, might be excused from criticising the methods and work of the body itself, yet its pages will amply testify that it has not availed itself of this privilege of quiescent acceptance of things as they are. On the contrary, not only have we freely opened our columns to the complaints of the dissatisfied, but we have more than once taken occasion, editorially, to suggest possible improvements in its plan, and to criticise its official management. That the League has not met the full expectations of many of its members is no doubt true; but have not these disappointed ones expected too much in too short a time, or interpreted too broadly its powers and intentions? Our valued and able correspondent, "Cyclos," in our columns this week, vigorously, and we doubt not loyally, attacks the position of

the League in respect to the second article of its constitution. Let us see with how much justice,—premising, of course, that all admit that the avowed objects of the L. A. W. are good: Its first object is "to promote the general interests of bicycling." How? By all proper means, of course: temperate enthusiasm; counsel; individual gentlemanly conduct and appearance; conformity to reasonable public opinion or prejudice; temperance in act and speech; personal harmony; moral courage; courteous assertion of general and personal rights; and to assist in securing the second and aiding the third objects mentioned in the article. Wherein has it signally failed, as an organization, to meet the letter and spirit of this first object? As a rule, its membership very generally comprises gentlemen in more than is implied by the term "male persons." We do not think any one will deny that the general interests of bicycling were materially promoted by the great meets at Newport and Boston; by the events themselves, by the public conduct of the displays, by the enlistment of the municipal authorities in aid of the parades, by the general public interest and attention the exhibitions elicited, by obtaining the unanimous commendations of the local press and the great journals throughout the country through their correspondents, and locally by the general good order of the parades, and the individual appearance, conduct, and bearing of the riders. No local club or clubs can draw so large a number of wheelmen together, nor impress the public with a sense of the importance and influence of bicycling, as can a national organization. The very fact that it is announced as a national event attracts the attention of the nation to it; not merely the local press, but the national press must report it. Thus the prestige of the League alone promotes the "general interests"; and the oftener League meets are held, and the more outwardly attractive they are made, the more will bicycling interests be promoted. Church membership adds respectability to a man, even in the estimation of an anti-churchman; because, as his profession implies moral worth, it is expected that he will endeavor so to live as not to belie his profession. So League membership, like club membership, implies acknowledged moral and social standing that the unattached, if a stranger, cannot prove himself entitled to; and in the power of the League to

confer even this "sentimental" benefit, it is promoting "general interests."

To pass to the second object, "To ascertain, defend, and protect the rights of wheelmen": We think Ex-Secretary Parsons' excellent response to a previous letter of "Cyclos" and other communications has well answered this portion of our correspondent's criticism, in his general enumeration of unpublished acts and judicial decisions for the benefit of members; but we must admit that the omission to publish these, at the time of their occurrence, and in the official organ of the League, was an unpardonable negligence, if not oversight, on the part of its officers, and now serves to give some color of justice to the strictures upon its apparent omissions; and this fault should, as "Cyclos" suggests, have been remedied in the Hand-Book.

As to Object 3: We know that the directors are, and have been for some considerable time, devoting a large portion of their leisure from private business to the perfecting of measures to secure better hotel facilities, and a reduction of railroad transport rates for bicycles as personal luggage. They have already been partially successful in this latter direction, and hope at the Annual Meet to present a report of entire success. The consular branch of the organization is also receiving active and earnest attention with a view to promote its greater efficiency; and in all these regards, the League is certainly doing much to "encourage and facilitate touring." On the whole, we do not perceive so much ground for complaints against the management of the League as do some of our correspondents, but on the contrary, we think with Mr. Parsons that it is a good institution, in good hands, and that its conduct will eventually be vindicated even to their satisfaction.

AN INTERESTING WORK.

THE "Wheelman's Annual" is a bright addition to the bicycling literature of this country, and presents in an attractive form several stories and papers by well-known writers for the wheel press. A new feature in publications of this sort is the introduction of specifications for a perfect bicycle. These form an interesting chapter in the book, and cannot fail to be of some service to riders desiring to choose a machine for the coming season. The specifications do not introduce any new features in bicycle construction, but

show the kind of machines ridden by some of our leading wheelmen. A comparison is interesting, and illustrates how very similar the best bicycles are in their general construction and make-up. Henry Sturmey, the author of the "Indispensable," heads the list, and with the exception of E. W. Pope, is the only one who favors a 20-inch rear wheel; but Mr. Sturmey would use a 16-inch wheel for racing. In districts where the roads are fair, the happy medium is about right, and an 18-inch rear wheel seems to be the favorite size. The advantage of steady steering has caused the majority to advocate double ball bearings to the front wheel, while for the rear wheel *Æolus* balls are considered the best. A few misguided youths would have cones to the pedals; the worst possible place for them, as we have endeavored to show in previous issues of the *WORLD*. Our friend, Captain C. W. F., would have more spokes extend from one hub flange than the other, giving the number as sixty-three to front and twenty-three to rear wheel; or perhaps he intended one for the middle. The rest of his specifications, with the exception of cone pedals, are very good. W. W. Stall's rule for the length of handle bar is new to us, and seems to be an excellent rule. He claims that the handle bar should be half the diameter of the front wheel. Thus a 50-inch would have a 25-inch handle bar. All who have sent specifications show a laudable familiarity with the "Indispensable." The little book reflects great credit upon its publisher, and should find a place in every wheelman's library. In our next issue we shall publish specifications for a machine combining the best points of those in the "Annual."

J. S. D.

ASSAULTS.

THE increased number of assaults upon bicyclers, especially in England, when riding on the road, is becoming a grave matter, and one which in its importance is of great moment. The rider of the bicycle is placed at such a disadvantage in case of an assault, when he is thrown from his machine, that the offender often escapes the punishment he so richly deserves. While in most cases a good sound thrashing would do the most good to prevent a repetition of the offence, such a course cannot be recommended, even to those who are physically well able to inflict chastisement, — a person is

so apt to exceed the limits of self-defence, and lay himself open to the punishment which otherwise might be applied on the original offender. Suitable remedies are provided by law in all cases of assault, whether committed on the usually unoffending bicyclist, or on any citizen pursuing the usual and more common modes of locomotion. A few suits or criminal prosecutions will do much to inform the public that riders of the bicycle have rights on roads in common with others, and are entitled to the same privileges and protection as they. The riders of this country have thus far been fortunate in the courteous way in which they have been treated, and we have heard of but few cases of bicyclers being molested when on their wheels. We trust the future will be as free from all infringements on our rights as the past has been. The possible results of an assault are so grave that we desire to urge upon all riders the necessity of bringing to a swift and speedy justice all who in any way transgress the laws which protect them from personal violence. J. S. D.

RACES

Coming Events.

3 and 4 February. Louisville, Ky., tournament and 50-mile racing event between Falls City and Chicago Bicycle Clubs, under the management of F. S. Rollinson.

16 February. New York, Madison Square Garden. Manhattan Athletic Club. Mile bicycle handicap. Entry fee, fifty cents. Address F. J. Graham, 8th avenue, between 56th and 57th streets.

22 February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspices of the Missouri Bicycle Club. Entry, free.

MECHANICS' FAIR BUILDING, Boston, 25 January. — About 3,500 people assembled in Mechanics' Fair building, Wednesday, 25 January, to witness the bicycling events as announced, but were greatly disappointed at the omission of the most important, viz., the two fast races, the track being so slippery as to make the riding dangerous. For this condition of affairs the management was entirely to blame, and it was only due to the audience that at least one half the admission fee should have been refunded at the door, to enable those who might wish to avail themselves of the opportunity to witness the postponed races at the Institute building to do so without additional expense. The trick and fancy riding by Messrs. Tufts of the Columbia and Atkins of the Massachusetts clubs was an interesting feature, as was also the fine exhibition drill of the Crescent Club. The slow race was won by C. S. Howard.

PROVIDENCE, R. I., 26 JANUARY. — *Editor Bicycling World*: — The Providence Bicycle Club has always sustained a reputation for originality and ability in its efforts for the advancement of bicy-

cling. It was among the first, if not the first, to give public exhibitions of club drills. On several occasions large audiences have been present at the skating rink to witness drills; and the announcement that Mr. Carpenter, the president of the club, had matched himself to run for half an hour against a bicycle ridden by any other member of the club, proved sufficient to draw together an audience of 1,500 people on last Thursday evening. Mr. Chandler, the champion trick rider of the club, was the member selected to compete, under the following terms: The men to run and ride, respectively, for half an hour; the pedestrian to cover more than half the distance made by the bicyclist. The floor of the rink is two hundred and forty by seventy feet. In this space an ellipse of three hundred and fifty-two feet was drawn, which made just fifteen laps to the mile. Carpenter took the inside and started on a steady jog-trot, which he only varied by one spurt in the entire distance. Chandler rode excellently, riding the sharp turns at almost as great speed as he did the straightaway, but was unable to double the distance made by Carpenter. He rode a 5-inch wheel, and maintained excellent form throughout the race. Carpenter ran a pair of 31-inch legs, and wore a pair of heirloom rubbers. There was some drapery about his person, but the rubbers attracted the most attention. If President Bates had been there, it would have settled his mind on the subject of round and flat rubbers. Carpenter runs admirably for a man who has been obliged to do all his training within the boundaries of Rhode Island. He has, of course, for that reason, been unable to find out what he can do at long distances. The score was: Pedestrian, 3 miles 13½ laps; bicyclist, 7 miles 1½ laps.

If Mr. Frank Weston would get up some races of this nature, on a more extensive scale, here in Boston, enlisting the services of some of Boston's noted pedestrians, I am sure, judging from the enthusiasm which the event in Providence created, that they would not only be financially successful, but create a widespread interest in this form of contest. The bicycle, on the Institute track, would have a fair show, which it did not have on a fifteen-lap track. There is a match proposed between Prof. Kynock, who is, I believe, the champion roller-skater of America, and a bicycle at the Providence Rink, although in this case the skater will not receive such odds as were given the pedestrian. C.

MECHANICS' INSTITUTE BUILDING, BOSTON, 28 JANUARY. — The second bicycle race meeting at the New England Institute Fair Building, took place on Saturday evening last. Arrangements for an unusually interesting time had been made, and a large gathering of spectators was looked for; but the weather was unpropitious, the horse-cars did not run to the building, and less than five hundred persons braved the storm and put in an

appearance. Since the last race a "grand stand" for ladies has been erected, and arrangements have been made to heat it; and at future events, the most desirable seats may be found there. Rhein's Brass Band was in attendance, and its music added very appreciably to the enjoyment of the affair. The events were announced by a bulletin, on which they were displayed previous to each. The first race was a five-mile amateur handicap, for a trophy suitably inscribed. In this were entered Lewis T. Frye of the Boston Club, at the scratch; E. M. Bent of the Framingham Club, 150 yards; J. A. R. Underwood of the Roxbury Club, 135 yards; J. C. Garrood of the Bicycle Touring Club, England, 200 yards. A good start was made, and the first lap was finished in the order of starting. The men then laid down to their work, and on the second lap little Garrood, who was given the longest start, was left in the rear; a position which he maintained to the close, though he did some good work and was not far behind at any time. On the third lap the amateur champion overtook and passed both his leaders, and gained the front place. The struggle between the men was now over for a time, and no change of position took place until the last lap. Up to that time the four men had been travelling in close companionship on the track, but now they were to be put to the test. The band struck up a lively tune, and the racers did their level best. Frye forged ahead with little trouble, and the great struggle was for second place. Just before reaching the scratch, Underwood put on a grand spurt, and passed Bent, though in passing he had to duck his head and take his right hand from his handle bar to avoid a post, and came in second. The time made was: Frye, 16.58; Underwood, 16.58½; Bent, 16.58¾; Garrood a few seconds in the rear. The time was very good, and although it does not beat Clark's 16.46½, it lowers the records of the racing men now before the public. The second event was an amateur two miles, straight-away. There were three starters, as follows: N. Ethier of the Union Athletic Club; H. D. Corey of the Meteor Bicycle Club; H. M. Pope of the Massachusetts Bicycle Club. Ethier took the lead at the start, and evidently tried to gain an advantage; that his competitors could not overcome, but he misjudged his men; his struggle for a long lead exhausted him, and he fell an easy victim at the close. Pope and Corey travelled together till near the end of the last mile, when Pope spurred and passed Ethier; but on the last lap Corey made a dash, passed both Ethier and Pope, and came in a good first. Time, Corey, 6.50; Pope, 6.51¾; Ethier's time not taken. The next event was the professional handicap, five miles, for a purse, with a consolation purse for the second man. The starters were: John S. Prince; G. Harrison, 150 yards; T. Harrison, 150 yards; Joseph Murray, 300 yards; James Harvey, 300 yards. It was evident from

the first that Prince had not much of a job on hand to win the race, and the whole interest centred on the struggle between the Harrison brothers for second place. G. Harrison held the lead until near the close, when T. Harrison made a spurt and gained a lead of less than half a wheel. Prince allowed this side issue full scope, and did not take the lead until the last half of the last mile. Time: Prince, 17.54; T. Harrison, 17.57½; G. Harrison, 17.58. The fourth and last race was an amateur one-mile straight-away. The starters were: C. S. Howard, Union Athletic Club; N. Ethier; H. D. Corey; H. M. Pope; E. G. Morse, Crescent Bicycle Club; J. F. Brown, Crescent Bicycle Club; A. H. Forbush, L. A. W. Much entertainment was expected from this event, as Mr. Brown was announced to ride an American Star machine; but unfortunately a mishap overtook the rider at the start, and he withdrew from the race after two laps. The large number of entries made it necessary to place some of the contestants in the rear, and among these was Mr. Brown. The starter of the man in front remained on the track after his man had got off, seeming to be unaware that he was in anybody's way; there was a collision and an upset, and "the subsequent proceedings interested Brown no more." Morse took the lead at the first and held it through three laps, with Howard second. But Corey, who seemingly always goes into a race to win, gave one of his tremendous spurts, and showed his back wheel to the whole field, winning the race in 3.19¾. Pope rode a good race and came in second in 3.21½; Ethier, third; Morse, fourth; Howard, fifth; Brown and Forbush distanced. The officers of the evening were: Judges, Messrs. George Pope of the Massachusetts Bicycle Club; W. E. Gilman, editor of the BICYCLING WORLD; referee, Percy A. Legge, Bradford (England) Bicycle Club; handicapper, W. E. Gilman; starter and clerk of the course, Frank W. Weston, Boston Bicycle Club; scorer, A. Bassett; time-keeper, C. A. Walker; aid, F. B. Carpenter of the Crescent Club.

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 L. A. W.

THE L. A. W. officers are fortunate in the championship of so able and so genial a writer as Ex-Secretary Parsons, whose appearance in the BICYCLING WORLD of 9 December, 1881, as counsel for the defence, must have been quite a relief to their feelings, harrowed up as they had been by the "flippant criticisms" of sundry members, among whom "Cyclos" is the least. Even at the risk of making some folks "sick of seeing me in print," I feel called upon to traverse the able plea of Ex-Secretary Parsons; partly be-

cause no one else has done so, and partly to set myself right on the record as to certain innuendos contained in his plea. First, as to the badge. It seems to be agreed on all hands that the League owns the badges, and can demand them back from members at its pleasure; but Mr. Parsons thinks it "most absurd" that this rule should work both ways, and that a member should be entitled to return his badge and demand his deposit. As this is the view held by another eminent lawyer, — President Pratt, to wit, — it is doubtless sound *law*; but to unsophisticated layman, it has the appearance of "heads I win, tails you lose."

As to the *number* of the old badges out. I took the number, "about three hundred," from the treasurer's statement at the League officers' meeting; but as that statement was confessedly vague and inaccurate, it is quite possible that Mr. Parsons's six hundred may be nearer right than my three hundred. The exact number, however, does not affect the principle for which I was contending; viz., that the League having furnished its badges to members, and taken a deposit for them as a pledge of their safe-keeping and return, is bound in honor, if not in *law*, to redeem them as soon as it has deprived them of their only value by recognizing another device as the League badge.

Second, as to the League itself. Ex-Secretary Parsons's defence, when boiled down into the lay tongue, amounts to just this: The League gives advantages and confers benefits upon its members, but it is very hard to name them. The *sentimental* benefits alone "are worth the price of admission," but there are other and more substantial benefits. President Pratt has collected various decisions as to rights of every citizen to use the highway, and Secretary Parsons has often furnished these decisions to correspondents, thereby preventing litigation, securing wheelmen their rights, and generally waving the ham-and-griddle banner before cowering aldermen and beadles, to the glory of the League and the good of its members. What a pity it did not occur to the compilers of the L. A. W. Hand-Book to print these decisions in that curious work, and thus do *something* towards "promoting the general interests of bicycling," and aid wheelmen to ascertain, defend, and protect their rights. As to the comparison of the L. A. W. to Masonry, it seems to me absurd. I can see nothing in common between the organizations, and can hardly believe that the man who suggested the idea is a Mason. The hints about getting into the League so as to be able to borrow money, or to get it to take up *all* your quarrels, and back you up in *every* lawsuit you may get into, — they are simply side issues to confuse the jury, and have nothing to do with the question at issue, which is: The L. A. W., in its constitution, Art. 2, proclaims that "Its objects are to promote the general interests of bicycling; to ascertain, de-

fend, and *protect* the rights of wheelmen; and to encourage and facilitate touring." My charge was and is that it has failed and refused to keep these promises. It has done little or nothing to promote the general interests of bicycling: it has, in every case save one, *refused* to defend and protect the rights of wheelmen; and while it *may* have *encouraged*, it certainly has not facilitated touring. It has failed to avail itself of a list of judicial decisions defining the rights of the road, collected by its president, and in the hands of its secretary, and has published a hand-book absolutely void of information as to routes, hotels, or right of way. It has squandered on races money that should have been spent in securing for wheelmen a recognition of their legal rights. In short, to quote the Episcopal prayer-book it has "done those things it ought not to have done, and has left undone those things that it ought to have done, and there is no health in it."

There is still time for repentance and good works; but there must be a right-about face, and that soon, and it is no true friendship to the L. A. W. to try to disguise the fact. If \$1.00 per year is not enough to enable the League to carry out its objects, as set forth in Art. 2 of its constitution, make the dues more: \$2.00, or even \$5.00 per year. We will pay them willingly to an organization that will honestly and earnestly attempt to carry out *those* objects; but \$1.00, or even fifty cents, is too much to pay to an organization which does not even try to carry out its own avowed objects, but wastes its time, money, and brains over the mint, anise, and cumin of races, championships, and annual parades, which are perhaps well enough in their way when the League can afford them, but which are not, and ought not to be, the principal objects of its existence. CYCLOS.

The D. S. H. R.

"B.'s" experience with the Invincible, chronicled in the last *WORLD*, is, generally speaking, highly commendatory. Between 2,000 and 3,000 miles on Western roads should satisfy the most violently prejudiced anti-light-weight rider of the endurance and wearing qualities of the machine, and his testimony as to its rigidity confirms all that has been claimed for it in that direction. The great fault of "B.'s" wheel seems to have been its habit of spoke-snapping,—a grave and dangerous one. I admit, but a fault that the experience of the writer—and that of Mr. Hill, as well. I understand—leads to the conviction that it was one of that machine alone, not of its kind. The cause could hardly have been other than the use of improper metal in the spokes. My American Star had spokes that were hardened to brittleness at the rim, and were continually breaking there. This, I think, can be the sole reason for "B.'s" trouble; his theory that the extraordinary stiffness of the rim caused, or even contributed to it, is obviously erro-

neous, as a little careful thought must show. The unyielding rim distributes any shock among all the spokes, instead of, as in an elastic felloe, allowing it to act directly upon the spoke adjacent to the point of contact. It is also apparent that the less tendency a wheel has to assume the elliptical shape under the weight of the rider, the greater is the immunity afforded the spokes from varying strains and play at the ends or end, as the spoke is lock-nutted or direct. This even distribution of strain on the wires of the Invincible enables them to be constructed, as they are, of much smaller gauge than in the ordinary wheel, unless in the latter a larger number of spokes be used. As an instance of this, the writer will mention that he has seen a Yale that had been mercilessly used, with a rim that was a perfect plane circle, notwithstanding that several large dents in the metal showed the severity of the blows to which it has been subjected.

In a conversation with John Keen the other day, I asked that most experienced of wheelmen what his opinion was of the Invincible rim. He did not think much of it, he replied; a pair was sent him to try, but they lacked the weight which in his estimation should go into the circumference of the wheel. He used a crescent rim in the manufacture of the Keen that contained a great deal more metal than appeared, and this he considered an advantage. Our opinions differed so completely, and there were so many other topics to be discussed, that I did not carry the subject further; but the fact must be that the heavy rim, on the principle of the gyroscope, tends to keep in the same plane with more persistency than the light one, and the effort necessary to overcome this force cannot but render such a wheel less delicate in its steering. The English champion neglected to explain, in his conversation, about Herbert Liddell Cortis, why that famous amateur preferred the D. S. H. R. to his or any other maker's machine.

IXION.

Winter Riding, No. 2.

Editor Bicycling World:—In my first article I attempted to demonstrate that the bicycle is practically useful all the year round, as far as the snow and ice is concerned, with very few exceptions, even in the country towns; but my experience this winter, riding in the streets of Boston every day since 1 December, convinces me that it is more practical even in the city than I would have believed. I have found that riding between the horse-car tracks is much easier than riding on what we call moderately bad roads in the summer. As a proof of this, I find by consulting my diary that there have been ten days since 1 January that the snow or mud made the streets much worse than on the other days, but on business or pleasure I rode from two to seven miles each day, and in the ten days forty-two miles; and in all this riding I did not have a horse-car go

by me but once, and I think that I often gained as much as a minute in a mile on them. The most unpleasant experience I have had in my winter riding is the remarks and insults I hear from boys and men on the street; but I pretend not to hear them, and find silence the best defence. The questions and remarks I hear from other riders strike me as very strange, and some of them seem to regard a man riding in two or three inches of snow with about the same wonder that I felt when I first saw a man riding such a "dangerous thing" in 1878. I think many riders will use their machines a larger part of the year, after a while, and then no notice will be taken of us in an unpleasant way. There are some now who are trying it; for instance, "Telzah" has ridden every day for almost a year, and I hope he will tell us all about it.

But to sum up the whole, I have convinced myself that the bicycle is useful nearly all the year, the principal trouble being that in wet weather it is bad for nice clothing.

I promised to mention some of the places where I've taken my machine, but have only room to speak of a week's experience with an excursion party to the White Mountains last summer. There were one hundred and twenty-six ladies and gentlemen in the company, and I had met but one of them up to that time. The first day I felt very much alone; but after I had been out riding my bicycle near the hotel in the evening, one after another would ask me if I was not one of the party, and then each would soon find out who the other was. The second day, after I had been practising some fancy riding on the great board walk in front of the Fabian House before a large part of the company, the leader of our party called on them for three cheers, calling my name. I now had a general introduction, and before the week was up I knew almost every one by name, and made many pleasant acquaintances. When the party went to the Flume from the Profile House (five miles), in four-horse coaches, I kept my ticket and rode down on my wheel in less time than they used; but I expected hard work returning, for I was informed that the rise was 60 feet in the five miles. I tried to tie my wheel on one of the coaches, but could not; so we started, and when I got a chance I passed the next, and one other, doing my best to get back as soon as they did. To my surprise I got there first, and the coach that started with me did not arrive till eighteen minutes later. These things not only increased my pleasure but gained many friends for the machine, and I was thankful that I took it with me. When the baggage cars were full I put my machine on the tender of the engine. In cold weather the mud and ice fill the spaces between the paving stones, and make the road 'most as smooth as a floor; and as rubber does not slip on snow or ice, there is not the least danger of a fall if you keep cool. The following is

my record from 1 January, 1881, to 1 February, 1882: January, 26 days, 21 miles; February, 25 days, 36 miles; March, 27 days, 65 miles; April, 28 days, 176 miles; May, 29 days, 297 miles; June, 30 days, 240 miles; July, 27 days, 165 miles; August, 29 days, 238 miles; September, 30 days, 223 miles; October, 30 days, 172 miles; November, 30 days, 94 miles; December, 30 days, 218 miles. Total, 341 days, 1,945 miles. Greatest distance in a day, 64 miles, 5 August. Did not ride on 24 Sundays. Between Framingham and Boston, 15 times. January, 1882, 31 days, 102 miles. W. D. W.

766 TREMONT STREET, BOSTON.
Formerly Framingham, Mass.

A Year's Record.

Editor Bicycling World:—Herewith I send you the riding record of a business man for 1881:—

Month.	Miles.	Days out.
January	31½	2
February	91½	12
March	247	24
April	309	27
May	353	27
June	404	25
July	503	30
August	269	24
September	278	24
October	302½	24
November	200	22
December	178½	12

Total..... 3,139 253

Longest day's ride, 100½ miles, 27 August; shortest, ¼ mile, 1 January.

Machines ridden, 1881:—

54-inch Harvard.....	302 miles.
56-inch Harvard.....	1,870 "
57-inch Yale Light Roadster	892 "
Special Centaur and Harvard	
Tri's, 57-inch Humber and	
American Star.....	145 "

3,139 miles.
IXION.

The Keen-Vesey Back-out.

Editor Bicycling World:—The sudden departure of Messrs. Vesey and Keen on the day when they had arranged for another race with their opponents of the 14th, Messrs. Frye and Prince, seems to have caused some unfavorable comment, and I clip from the Boston *Herald* of the 19th inst. (the day when the race was to have taken place) the following item:—

"There is considerable feeling among bicyclers because of the sudden departure from this city of Keen, the champion of England, and Vesey, the long-distance amateur champion, after their race in this city. The benefit to John Prince, who claims the professional championship of America, which was to have occurred this evening, and in which both of these riders were to run, was of necessity abandoned. It had been arranged that two events would occur,—a professional race of ten miles between Keen and Prince, and an amateur race, same distance, between Frye and Vesey. The abrupt departure of these two gentlemen under these circumstances will, it is feared, have a tendency to efface from the minds of Boston riders the otherwise pleasant recollections of the visit of the English champions."

It is no more than fair to Mr. Vesey to state that I have just received a letter

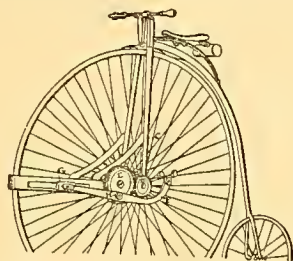
from him, dated 19 January, New York City, in which he expresses his regret at his sudden departure, his appreciation of the kind reception accorded to him by Boston wheelmen, and his hope that in September next he may again have the pleasure of meeting Mr. Frye, but upon an out-door track, and with both his opponent and himself in better condition than they were on the 14th inst.

FRANK W. WESTON.

Recent Bicycle Patents.

251,398. BICYCLE. JAMES AMESS, GUELPH, ONTARIO, CANADA, ASSIGNOR TO JOHN HOGAN, SAME PLACE. FILED 8 NOVEMBER, 1881. (NO MODEL.)

Claim.—1. In a bicycle or similar vehicle operated by treadle power, a foot treadle, F, having its end opposite to that upon which the stirrup is secured pivoted to a cross head supported in suitable guides on the main frame C, in combination with the spur wheel E, connected to the treadle F by the crank pin, and to the main



axle B by the pinion D, substantially as and for the purpose specified.

2. In a bicycle or other similar vehicle operated by treadle power, a foot lever, F, attached to a crank upon the main axle B, and having an upwardly bent end to carry the foot stirrup, in combination with a cross head G, attached to the lever F, and arranged to support it on a suitable stud, substantially as and for the purpose specified.

Mr. Hogan writes us that his bicycle can be geared up to run forty miles an hour, and that it has been ridden at the rate of thirty-two miles on a rough road; that it rides with greater ease than the rotary-motioned machine, and as the saddle is very far back it secures the rider against headers when running into a hole or rut; that the handles and brake are entirely under control, and it is a third easier managed and steered than the ordinary bicycle; that his patent also covers "another attachment instead of the gear which is attached to the main axle, and works with the levers the same as gear; but it is a crank running through the main wheel, and attached to the lever, and can be arranged to work at any part or pitch of the foot desirable." The bearings are brass, but he thinks that roller bearings would increase the speed. The treadles are capped like the toes of slippers, to enable the rider to pull up with one foot while the other presses down,—a doubtful advantage, although, as he says, the foot is easily removed in case of a fall. The machine weighs only sixty-five pounds, and can carry a rider of from seventy-five to two hundred and fifty pounds. He claims as a great advantage over the rotary crank machine that it gives the feet the same motion as in walking, thereby allowing greater ease of propulsion; but the reader will per-

ceive that the motion must be the same as in the Extraordinary Challenge,—that is, up and down, like treading water without progression, and therefore monotonous and unnatural; while the rotary crank motion is nearly the motion of walking, except that it elevates more and shortens the walking step, which is really a long ellipse. Mr. Hogan says his patent is for sale.

Best Bicycling Records.

AMATEUR performances are designated by a *. 440 yards.—IN ENGLAND: 415, W. Phillips, Leicester, 31 July, 1880. *448, H. L. Cortis, Cambridge, 21 May, 1879.

880 yards.—IN ENGLAND: 1:24 4-5, F. Cooper, Cambridge, 21 May, 1879. *1:24, H. L. Cortis, Cambridge, 21 May, 1879.

1,320 yards.—IN ENGLAND: 2:07 3-5, F. Cooper, Cambridge, 21 May, 1879. *2:10, Keith-Falconer, Cambridge, May 26, 1880.

1 to 10 miles.—IN ENGLAND: *Professional*—1m., 2:46 2-5, F. Cooper, Cambridge, 26 May, 1880. 1½m., 3:30 1-5, F. Cooper, Cambridge, 21 May, 1879. 2m., 4:15 1-5; 1½m., 4:57 1-5; 2m., 5:36 4-5, John Keen, Cambridge, 21 May, 1879. 3m., 8:55, J. Keen, Wolverhampton, 23 May, 1877. 4m., 11:52½, J. Keen, Derby, August, 1880. 5m., 14:59 1-5; 6m., 18:04 1-5; 7m., 21:07 1-5; 8m., 24:07; 9m., 27:12; 10m., 30:06 3-5, F. Cooper, Cambridge, 28 May, 1880. *Amateur*—1m., 2:46 3-5, Keith-Falconer, Cambridge, 26 May, 1880. 1½m., 3:30 4-5; 2m., 4:15; 1½m., 4:57; 2m., 5:36 3-5, Keith-Falconer, Cambridge, 21 May, 1879. 3m., 8:54 2-5; 4m., 11:51½, H. L. Cortis, Leicester, 23 August, 1879. 5m., 14:39 2-5, H. L. Cortis, Stoke-on-Trent, 4 August, 1880. 6m., 17:54; 7m., 20:52; 8m., 23:57; 9m., 26:59 4-5; 10m., 29:54 1-5, H. L. Cortis, Surbiton, 21 August, 1880. IN AMERICA: *Professional*—1m., 3:22½; 2m., 6:49½; 3m., 10:13½, D. Stanton, N. Y. City, 24 January, 1880. 4m., 13:33½, D. Stanton, N. Y. City, 7 February, 1880. 5m., 17:06½; 6m., 20:32½; 7m., 23:46½, D. Stanton, N. Y. City, 24 January, 1880. 8m., 27:30½, D. Stanton, N. Y. City, 17 January, 1880. 9m., 31:07½; 10m., 34:40½, D. Stanton, N. Y. City, 7 February, 1880. *Amateur*—1m., 3:08½, W. S. Clark, N. Y. City, 31 January, 1880. 2m., 6:27; 3m., 9:41½; 4m., 13:00, W. S. Clark, N. Y. City, 14 February, 1880. 5m., 16:46½, W. S. Clark, N. Y. City, 1 January, 1880. 6m., 21:35; 7m., 25:10; 8m., 28:45; 9m., 32:30; 10m., 36:10, C. D. Vesey, N. Y. City, 19 December, 1881.

11 to 25 miles.—IN ENGLAND: *Professional*—11m., 35:16 3-5; 12m., 38:28½; 13m., 41:41 3-5, J. Keen, Surbiton, 24 October, 1881. 14m., 44:54 3-5, J. Keen, Wolverhampton, 13 October, 1879. 15m., 48:12; 16m., 51:26 2-5; 17m., 54:38; 18m., 57:54; 19m., 1:01:10; 20m., 1:04:17 4-5, J. Keen, Surbiton, 24 October, 1881. 21m., 1:07:44½; 22m., 1:11:04½; 23m., 1:14:23½; 24m., 1:17:40; 25m., 1:20:55, J. Keen, Surbiton, 23 August, 1880. *Amateur*—11m., 33:04 3-5; 12m., 36:06 1-5; 13m., 39:05 1-5; 14m., 42:09 3-5, H. L. Cortis, Surbiton, 22 September, 1880. 15m., 45:08½; 16m., 48:08½; 17m., 51:08½; 18m., 53:57, H. L. Cortis, Surbiton, 2 September, 1880. 19m., 57:36; 20m., 1:00:38 2-5; 21m., 1:03:45 2-5; 22m., 1:06:51 3-5; 23m., 1:10:09 1-5; 24m., 1:13:26 3-5; 25m., 1:16:41 3-5, H. L. Cortis, 22 September, 1880. IN AMERICA: *Professional*—11m., 38:10½; 12m., 41:42½; 13m., 44:49½, D. Stanton, N. Y. City, 7 February, 1880. 14m., 48:16½; 15m., 51:50½; 16m., 55:21; 17m., 58:56; 18m., 1:02:31, D. Stanton, N. Y. City, 17 January, 1880. 19m., 1:06:05; 20m., 1:09:34½; 21m., 1:12:50½; 22m., 1:16:08; 23m., 1:19:44½; 24m., 1:22:59½; 25m., 1:26:17½, D. Stanton, N. Y. City, 7 February, 1880. *Amateur*—11m., 39:56; 12m., 43:45; C. D. Vesey, N. Y. City, 19 December, 1881. 13m., 47:19½, W. Smith, N. Y. City, 19 December, 1881. 14m., 51:14; 15m., 55:04; 16m., 59:03; 17m., 1:02:55; 18m., 1:07:01; 19m., 1:11:00; 20m., 1:15:04; 21m., 1:19:04; C. D. Vesey, N. Y. City, 19 December, 1881. 22m., 1:22:54; 23m., 1:26:27; 24m., 1:30:04; 25m., 1:33:39, W. S. Clark, N. Y. City, 21 February, 1880.

26 to 50 miles.—IN GREAT BRITAIN: *Professional*—26m., 1:24:26½; 27m., 1:27:57½; 28m., 1:31:25½, J. Keen, Surbiton, Eng., 22 September, 1880. 30m., 1:41:25; 32m., 1:48:18; 34m., 1:55:20; 36m., 2:02:25; 38m., 2:09:31; 40m., 2:16:32; 42m., 2:23:27; 44m., 2:30:25; 46m., 2:37:30; 48m., 2:44:37; 50m., 2:51:35, G. W. Waller, covered track, Edinburgh, Scotland, 7 May, 1880. *Amateur*—26m., 1:25:34; 27m., 1:29:03 3-5, G. H. Hillier, Surbiton, Eng., 27 July, 1881. 28m., 1:32:21; 29m., 1:35:43; 30m., 1:39:11, J. F. Griffith, Surbiton, 27 July, 1881. 31m., 1:42:41 1-5; 32m., 1:46:06 2-5; 33m., 1:49:34 3-5; 34m., 1:53:05; 35m., 1:56:47; 36m., 2:00:15 3-5; 37m., 2:03:47 1-5; 38m., 2:07:35; 39m., 2:11:21; 40m., 2:15:06 2-5; 41m., 2:18:52 3-5; 42m., 2:22:26 1-5; 43m., 2:26:05; 44m., 2:29:46 1-5, G. H. Hillier, Surbiton, 27 July, 1881. 45m., 2:33:13, C. Crute, Surbiton, 27 July, 1881. 46m., 1:36:47 2-5; 47m., 2:40:28 2-5; 48m., 2:44:08; 49m., 2:47:42 2-5; 50m., 2:50:50 2-5, G. H. Hillier, Surbiton, 27 July, 1881. IN AMERICA: *Professional*—26m., 1:32:13½; 27m., 1:36:00½;

28m, 1.39:46; 29m, 1.43:40; D. Stanton, N. Y. City, 7 February, 1880. 30m, 1.47:34; 31m, 1.51:22; 32m, 1.55:06; D. Stanton, N. Y. City, 14 February, 1880. 33m, 1.59:00; 34m, 2.02:14; 35m, 2.06:02; 36m, 2.09:44; 37m, 2.13:23; 38m, 2.17:10; 39m, 2.20:58; D. Beland, N. Y. City, 14 February, 1880. 40m, 2.24:48; 41m, 2.28:33; D. Stanton, N. Y. City, 14 February, 1880. 42m, 2.32:19; 43m, 2.36:08; 44m, 2.39:58; 45m, 2.43:55; 46m, 2.47:57; 47m, 2.51:46; 48m, 2.55:39; D. Beland, N. Y. City, 14 February, 1880. 49m, 2.59:09; 50m, 3.02:45; D. Stanton, N. Y. City, 14 February, 1880. *Amateur*—26m, 1.37:16; 27m, 1.41:27; 28m, 1.44:50; 29m, 1.48:26; 30m, 1.52:29; 31m, 1.56:38; 32m, 2.00:39; 33m, 2.04:44; 34m, 2.08:47; 35m, 2.12:34; W. S. Clark, N. Y. City, 14 February, 1880. 36m, 2.17:08; 37m, 2.20:58; 38m, 2.24:06; 39m, 2.28:40; 40m, 2.32:45; 41m, 2.36:41; 42m, 2.40:31; 43m, 2.43:47; 44m, 2.47:25; 45m, 2.51:07; 46m, 2.54:50; 47m, 2.58:34; 48m, 3.02:23; 49m, 3.06:09; 50m, 3.09:45; L. H. Johnson, N. Y. City, 21 February, 1880.

51 to 100 miles.—IN SCOTLAND: *Professional*—52m, 2.58:43; 54m, 3.05:32; 56m, 3.13:02; 58m, 3.20:08; 60m, 3.27:15; 62m, 3.34:18; 64m, 3.41:34; 66m, 3.48:49; 68m, 3.56:12; 70m, 4.03:34; 72m, 4.10:45; 74m, 4.17:50; 76m, 4.25:07; 78m, 4.32:14; 80m, 4.39:10; 82m, 4.46:21; 84m, 4.53:31; 86m, 5.00:45; 88m, 5.08:09; 90m, 5.15:13; 92m, 5.22:27; 94m, 5.29:53; 96m, 5.37:12; 98m, 5.44:22; 100m, 5.51:07; G. W. Waller, under cover, Edinburgh, June 7, 1880. *Amateur*—52m, 3.17:51; 54m, 3.25:02; 56m, 3.32:00; 58m, 3.39:12; 60m, 3.46:10; 62m, 3.53:22; 64m, 4.00:10; 66m, 4.07:20; 68m, 4.14:35; 70m, 4.21:50; 72m, 4.28:10; 74m, 4.35:10; 76m, 4.42:10; 78m, 4.49:10; 80m, 4.56:10; 82m, 5.03:10; 84m, 5.10:10; 86m, 5.17:10; 88m, 5.24:10; 90m, 5.31:10; 92m, 5.38:10; 94m, 5.45:10; 96m, 5.52:10; 98m, 5.59:10; 100m, 6.06:10; G. B. Tierney, Edinburgh, June, 1880. IN ENGLAND: *Professional*—100m, 6.27:00; G. W. Waller, under cover, London, 22 September, 1879. 100m, 6.37:51; Arthur Bills, open-air track, Wolverhampton, 26 April, 1880. *Amateur*—51m, 3.07:45; 52m, 3.11:35; 53m, 3.15:10; 54m, 3.19:04; 55m, 3.22:54; 56m, 3.26:50; 57m, 3.30:38; 58m, 3.34:24; 59m, 3.38:11; 60m, 3.42:10; 61m, 3.46:06; 62m, 3.50:03; 63m, 3.53:42; 64m, 4.00:24; 65m, 4.05:20; 66m, 4.09:58; 67m, 4.14:39; 68m, 4.19:17; 69m, 4.23:55; 70m, 4.28:59; 71m, 4.33:27; 72m, 4.38:30; 73m, 4.42:46; 74m, 4.47:13; 75m, 4.51:42; 76m, 4.56:25; 77m, 5.01:04; 78m, 5.05:37; 79m, 5.10:49; 80m, 5.15:09; 81m, 5.20:27; 82m, 5.24:45; 83m, 5.29:03; 84m, 5.33:46; 85m, 5.38:25; 86m, 5.43:22; 87m, 5.48:18; 88m, 5.53:14; 89m, 5.57:47; 90m, 6.02:32; 91m, 6.07:00; 92m, 6.11:29; 93m, 6.15:47; 94m, 6.19:51; 95m, 6.24:17; 96m, 6.28:32; 97m, 6.33:08; 98m, 6.37:33; 99m, 6.42:13; 100m, 6.45:54; C. D. Vesey, Surbiton, 26 October, 1881. [Mr. McKenzie rode 99 miles 802 yards in six hours at Middlesborough, Eng., 23 September, 1881; but it being subsequently discovered that the track was not full length, the mile times could not be given.]

102 to 176 miles.—*Amateur*—102m, 6.56:51; 104m, 7.04:46; 106m, 7.12:06; 108m, 7.19:51; 110m, 7.28:10; 112m, 7.35:14; 114m, 7.43:35; 116m, 7.51:25; 118m, 7.59:54; 120m, 8.07:22; 122m, 8.14:55; 124m, 8.22:52; 126m, 8.30:46; 128m, 8.38:40; 130m, 8.46:10; 132m, 8.54:30; 134m, 9.02:10; 136m, 9.10:47; 138m, 9.18:05; 140m, 9.26:27; 142m, 9.34:37; 144m, 9.42:04; 146m, 9.50:40; 148m, 10.00:30; 150m, 10.12:35; 152m, 10.24:44; 154m, 10.32:34; 156m, 10.40:05; 158m, 10.47:45; 160m, 10.55:45; 162m, 11.03:44; 164m, 11.11:34; 166m, 11.19:24; 168m, 11.27:10; 170m, 11.35:00; 172m, 11.43:10; 174m, 11.51:20; 176m, 11.59:55; J. B. Tierney, under cover, Edinburgh, Scotland, June, 1880.

186 miles 337 yards in 12 hours.—A. J. Rennie, amateur, Glasgow, Scotland, 14 June, 1880.

1,007 miles 7 laps in 72 hours (12 hours daily).—F. Lees, Middlesborough, Eng., 27 September to 2 October, 1880.

Greatest distance ridden in one hour.—*19 miles 1,420 yards, H. L. Curtis, London, Eng., 22 September, 1880.

Greatest distance ridden without a rest.—230 miles 460 yards, H. Higham, London, Eng., 18 March, 1880.

84-HOUR RACES.—14 HOURS PER DAY.

Greatest distance ridden in 14 hours.—211 miles 1,368 yards, J. Battensby, Newcastle, Eng., 21 June, 1880; 28 hours, 410 miles 1,473 yards; 42 hours, 604 miles 1,473 yards; 56 hours, 788 miles 1,052 yards; 76 hours, 972 miles 1,684 yards; 84 hours, 1,136 miles 842 yards.—all by Geo. Edlin, Newcastle, Eng., 22-26 June, 1880.

TRICYCLE.—W. Phillips rode 10 miles in 42.33 1-5, Birmingham, Eng., 30 September, 1880.—*Clipper Almanac*.

WHEEL CLUB DOINGS

CAPITAL BI. CLUB.—At a meeting of the executive committee of the Capital Bicycle Club, held 14th inst., the resigna-

tion of C. G. Allen as secretary was accepted. And S. Preston Moses, Jr., was unanimously elected to the position. The secretary's address will be Washington, D. C., and any communications of interest to our sport will be cheerfully received and furnished.

S. PRESTON MOSES, JR.,
Sec. Capital Bi. Club.

WASHINGTON, D. C., 27 January, 1882.

DUBUQUE BI. CLUB.—At the semi-annual meeting of the Dubuque Bicycle Club, held Monday evening, 23 January, the following officers were elected: President, C. M. Peaslee; captain, H. E. Tredway; sub-captain, J. C. Tredway; sec. and treas., H. M. Fry.

H. M. FRY.

DUBUQUE, IOWA, 25 January, 1882.

KENTUCKY BI. CLUB.—At a joint meeting of the Louisville and Falls City Bicycle Clubs, of Louisville, Ky., the question of consolidating both clubs under a new name was discussed at some length, many thinking that a unity of interests of wheelmen would inure to the general interests of bicycling in that city. A majority finally voted for the project, comprising all the Louisville Club and about half of the Falls City Club, and organized the new association under the title of Kentucky Bicycle Club, with the following board of officers: President, Aaron Cornwall; secretary and treasurer, Arthur Pope; captain, Henry C. Schimpeler; first lieutenant, Charles Jenkins; second lieutenant, Clarence Jenkins. The remaining members of the Falls City Club declined to part with their old name, and will continue their organization.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—If "L." will publish his receipt for his specially made viscid oil which he has been using with success on his back-wheel ball bearings, he will do a great favor, not only to myself, but to others who have been troubled with the rattling. If he does not wish to publish it, will he be kind enough to send a receipt to
ONE OF THE AFFLICTED?
BOSTON, 27 January, 1882. Box 5,200.

Editor Bicycling World:—Will "E. N. B." be so kind as to tell how he fastened his rubber ball handles to the handle bar?
C. A. H.

CAOIZ, OHIO, 27 January, 1882.

[Sturmeys' "Indispensable Hand-Book" tells all about hollow forks, single, double, and fluted.—E. O. WORLD.]

My leg measure is thirty-one inches, and I have ridden a 48-inch bicycle with 5 3-8-inch cranks for three years. Being about to purchase a new machine, I should esteem it a great favor if any one in a position to advise would inform me whether I can safely venture on a 50-inch, with 5-inch cranks. I care more for comfort in riding than speed, but have been strongly urged to adopt the larger size, in order to secure both these advantages. Also, can any one inform me whether, in machines with dropped handles, the brake lever is similarly treated, after the "cow-horn" pattern?
PEDAL PUSHER.

SALEM, 25 January, 1882.

BOOKS AND PAGES

THE CENTURY.—The February or midwinter number of the *Century* is received, and it wears for the first time its new ulster, with Eblin Vedder's trimmings, already described, and drops its sub-title of "Scribner's." We are not an admirer of Mr. Vedder's idea of art; so after a brief glance, we examine beneath the rough covering to enjoy the real diamonds inside, and these are many and brilliant. The frontispiece is a handsome

portrait of George W. Cable, engraved by T. Cole, after A. H. Thayer; and those who have admired the author's stories will be pleased to see so fine a face. "The Tile Club Ashore" is another of the enjoyable Tile Club series, and is nicely and humorously illustrated. Other illustrated papers this month are "Brother Stolz's Beat," by H. H.; "The Phidian Age of Sculpture"; and a critical sketch of F. W. Robertson, by Dean Stanley. Among the unembellished articles are many, not only interesting and brilliant in themselves, but some are given additional lustre from their authorship. In addition to continuations of the serials by Mr. Howells and Mrs. Burnett, we have the text of the latter's play "Esmeralda," now being performed in New York; Longfellow contributes a new poem, "Hermes Trismegistus"; Emerson discourses on "The Superlative"; E. C. Stedman sings of "Lovers in the Tropics"; and Edward Atkinson has a timely and instructive paper on the "Atlanta Cotton Exposition." The editorial departments are all, as usual, bright and readable; and in "Home and Society" lovers of lawn tennis will find a finely illustrated description of their favorite game. It is a splendid number clear through.

OUR LITTLE ONES.—This handsome juvenile opens with a valentine frontispiece, very prettily conceived and engraved, and it has some equally pretty verses accompanying it. Other articles in the magazine are "Uncle Ben's Goose," "The Magpie," "What the Snow-flakes say," "Zip in Trouble," "The Doll's Mission" (verses with a good suggestion in them), "Piggy's Plight," "Baby and Kitty," "Little by Little," "Kitty's Friend Toad," "A little Chimney Sweeps," "Monkey Moonshine," "Benny and Bunnie," "Uncle's Snake Story," and several more; and these are all nicely illustrated, as usual, some of the best being the "Snake Story," "Monkey Moonshine," "Who Feeds the Sparrows?" and "Little Mishap." Russell Publishing Company, Boston.

A BICYCLING JOURNAL styled *Das Velociped* is published in Berlin, under the editorial charge of T. H. S. Walker; and the pictorial heading shows a party of wheelmen riding up to an inn with evident gastronomic or bibulous intentions.

If you're anxious for to shine in a high bicycle line,

As a man of riding rare,—

You must first get up the terms used by all the English

firms,

And expound them everywhere :

Fluted forks and cow-horn handles, lamps that burn both

oil and candles ;

Double section, hollow rims,—

While a costume most æsthetic, that will act as an

emetic,

Should adorn your slender limbs.

Then every one will say,

As you wheel your weary way,—

"If this young man has a knowledge so rare that its

meaning I can't see,

Why, what a Henry Sturmeys Indispensable young man

This Indispensable young man must be!"

IXION.

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.

6 February. Boston, annual meeting and fourth annual dinner of the Boston Bicycle Club, at Young's Hotel.

7 February. Boston, annual meeting and dinner of the Massachusetts Bicycle Club, at Hotel Vendome.

20 February. New York, Bicyclers' ball, at Hiasco's Hall, Broadway. Secretary, James Revell, *Sunday Courier*.

THE Prince of Wales has given still further proof of his appreciation of 'cycling by ordering a bicycle for one of his daughters. Were proper representations made, we feel certain that his Royal highness would patronize the next Hampton Court Meet; and possibly the committee may move in this matter.—*London Sportsman*.

E. R. BENZ, a South Bend, Ind., letter-carrier, uses a bicycle in collecting letters from the street boxes. He claims to be able to accomplish in this way in twenty minutes, work that formerly required an hour, and with an equally great saving of labor.—*Boston Courier*.

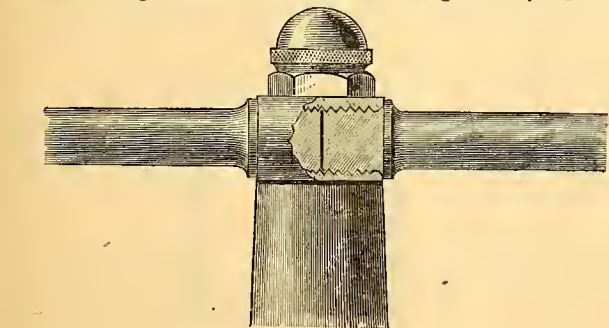
The "Expert" Columbia.

WE are permitted to reprint, from advance sheets of the forthcoming new catalogue of the Pope Manufacturing Company, the following extracts and cuts, descriptive of their latest improved roadster. The catalogue is of course intended for the public, whether bicyclers or not, and there is consequently much which we shall omit, as being superfluous information to our readers, who are supposed to be conversant with the general principles of construction; but we will, as a rule, follow the text in enumerating the various points of improvement which the manufacturers claim for it. We will begin with a summarized description of a 50-inch, as a standard size for comparison: One inch and $\frac{3}{4}$ -inch moulded red rubber tires. Deep U rims. 56 direct spokes. No. 11 steel wire, with both ends enlarged. 18-inch back wheel. 5-inch recessed steel hubs, with $\frac{5}{8}$ -inch spread of spokes. Detachable cranks, $4\frac{1}{2}$ to $5\frac{1}{2}$ inch throw, notched on back for adjustment of pedal. Small parallel rubber pedals. Front and rear ball bearings. Cylindrical weldless steel hollow perch. 5-inch cylindrical head, with dust shield; 4-inch ball centres. Elliptical hollow forks. Bolted sliding spring, with steel roller clip. Suspension saddle. 23-inch handle bars, screwed in lugs. Large vulcanite handles. Oblong open serrated step. Grip lever spoon brake. Steel trouser guard. Steel monkey wrench. Screw driver, oil can, handy tool bag. Weight, all ready to ride, 45 lbs. Half-nickelled (on copper coat) and painted with gold stripe; or all nickelled.

Amongst the other steel parts, the following are solid steel drop forgings; viz., steering head, neck-and-spindle, rear fork, front and rear fork ends, head, dust shield, spring, handle bars, brake-handle lever, hub flanges, cranks, crank keys, pedal shaft, rear-wheel hub, rear-wheel cones, front-bearing cases, front-bearing cones, etc. Not only these and other forgings, but all parts are shaped in dies; a method of construction which secures not only even and elegant finish and form, but homogeneity of metal and greater strength and reliability.

An improvement, especially invented for this machine, is the hemispherical or ball steering centre. A cubical hardened steel step below and a hardened steel adjusting bolt above afford concave hemispherical bearings for the convex hemispherical ended spindle (also case-hardened for bearings); and this arrangement is superior to the ordinary conical centres in several respects, — more perfect adjustment, more even bearing, greater durability, etc.

The handle bar is made in two parts, each of which is firmly screwed and fastened into a lug on the head, with a double shoulder, in a new and improved manner. The handle bars are from twenty-two to twenty-five inches in length over all. These bars are gracefully tapered.



HANDLES. — We have adopted a vulcanite handle of large

diameter, hard finish and great elasticity, and which has no nut at the end.

BRAKE. — We have retained the general form of grip lever spoon brake for the tire of the front wheel, with the best steel forging for the lever, with long handle and compound leverage.

The neck-and-spindle is of solid steel drop forging; and the form of the neck is such as to combine great strength with good appearance and a close build. To it the

PERCH is brazed with a specially strong joint. The backbone is of circular section, weldless steel tube, one and three eighths inches in diameter, tapered both ways, and of such shape and thickness of shell as to be thoroughly rigid and strong.

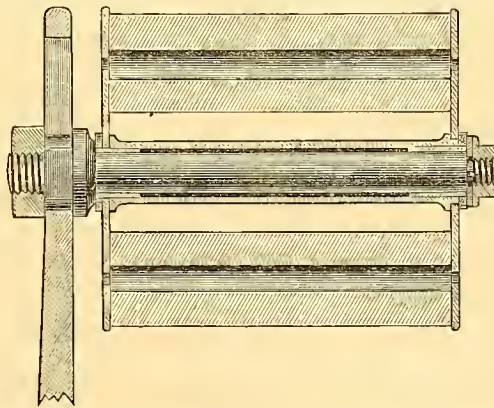
The spring is a rolled steel plate formed by a patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in an improved clip at the rear end, on a hardened steel roll, so that it cannot wear or rattle.

The tires are moulded of the best "fine" Para rubber, and spliced before vulcanizing in such manner that they are the same in strength and effect as if made in an endless mould.

SPOKES. — The spokes are of the best drawn steel, No. 11 wire, with the hub ends three sizes larger, or No. 8; and they are "direct." They are also enlarged at the fellow end. We exceed the conservative rule of spokes for inches, and put in an extra number of six to fourteen more, according to size. They are headed and nicely fitted in the rim, which is of U form, of wide section, and rolled (deeper than heretofore) and welded by patented machinery.

The hubs of the forward wheel are of steel, threaded and pinned to the axle. These are lighter and stronger than gun metal or bell metal, and hold the spokes better. They are five inches in diameter, recessed sufficiently to take all the bearing mechanism except the thickness of the fork lug, and formed so as to receive and draw on the spoke in the direction of its length. They are placed at a distance apart such as to give from $5\frac{1}{2}$ to $6\frac{1}{2}$ inches breadth between centres of spokes.

AXLES. — The axles are very short, being from $8\frac{1}{2}$ to $9\frac{1}{2}$ inches, according to size; and proportioned in diameter according to requirement, so as to resist bending as well as breakage. To these, detachable cranks are closely fitted and keyed. These are thinner than has been usual, but of a width and peculiar shape for strength and rigidity. They allow from $4\frac{1}{2}$ to $5\frac{1}{2}$ inches throw, being slotted for the pedal pin, and are grooved on the back side for correspondingly ribbed washers on the pedal nuts. This allows accurate adjustment of pedals for length of throw, and prevents their slipping on the crank.

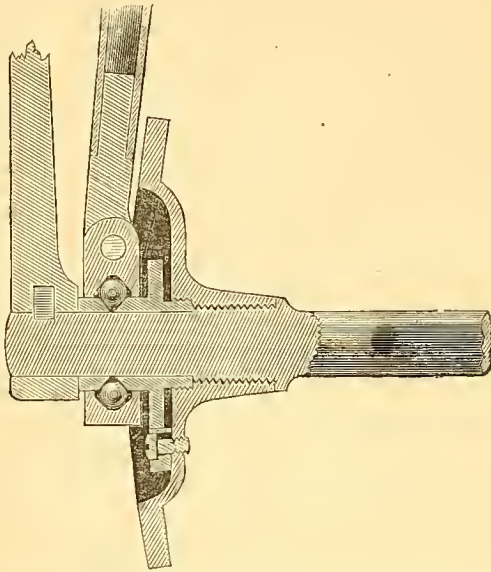


PEDALS. — We have made a new plain pedal for the expert, with parallel bearings, in case-hardened bushings. This pedal is light, narrow, finely finished, and protected from dust. It is attached to the adjustment and grooved crank in a non-slipping manner, and with the flange one quarter inch from the face of the crank.

RAKE. — The inclination of the centre of the forks backward from a perpendicular through the axle of the fore wheel, measuring at the bottom of the head, is two inches for a 54-inch wheel, and the same angle on other sizes.

FORKS. — These are of weldless steel tube, of thick shell, of elliptical cross section, 1 5-8 inches in one diameter and three

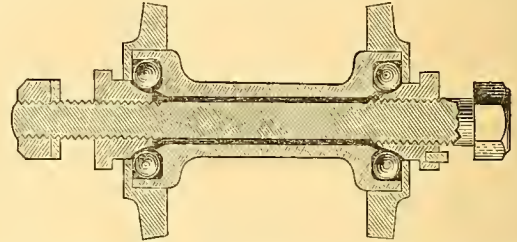
quarters inch in the other; and the form of the fork throughout its length is made with a regard to scientific principles of mechanics. The ends are knuckled inwards to secure closeness and to give a steadier bearing for box and balls on the axle.



BEARINGS. — The front-wheel bearings are of our now well-known and proved Columbia ball pattern. But we have made a modification for the Expert, which consists in threading the recess in the hub (instead of in the crank), and putting the adjusting part of the sleeve on the inner side. On this is formed a large serrated annulus, easily reached and turned by the thumb and finger, and held in position by a neat block or dog screwed to the hub. By a neat arrangement of the slot and

screw for this dog, the necessity for removing it, when adjusting, is obviated.

The back wheel is provided with Columbia ball bearings, specially adapted. The hubs are of steel, and the single row of balls, on each side is in a hardened box, set in, and the whole is so constructed that the adjustment is effected by turning one cone with its annulus, that it cannot bind or loosen in use, that the balls do not rattle, and that the balls cannot leave their



places in the box when the wheel is taken off for cleaning, etc. The rear-wheel rims are rolled deeper than heretofore, to guard more securely against starting of the tire.

STEP. — We have made a new step for the Expert, of oblong shape, open, and serrated; and we have paid particular regard to the height of the step from the ground. This latter has been determined for the different sizes by many experiments. The quality or degree of hardness of steel for different parts has been carefully studied and calculated for the strains to be resisted; not only for lateral and torsional strains, and for wear, but for resistance to bending as well as to breaking. The crank and the axle, the bearing box and the ball, the handle bar and the hub, — for neither of these pairs is the same quality or hardness of steel equally appropriate in each. In fact, scarcely any two parts are of the same degree of hardness, and all the steel is especially prepared at the best mills for our use.

The sizes of the Expert front wheel are from 46-inch to 60-inch inclusive, and the prices range from \$125 to \$137.50 for half-nickelled and \$135 to \$152.50 for full-nickelled, the size prices increasing \$2.50 each.

RACING MEN will find in the *Wheelman's Annual*, specifications for Racing Machines, contributed by John Keen, champion of England, Lewis T. Frye, W. W. Stall, L. H. Johnson, and others. Now ready; price, 30 cents.

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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.

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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.

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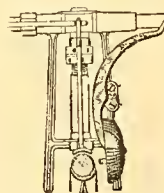
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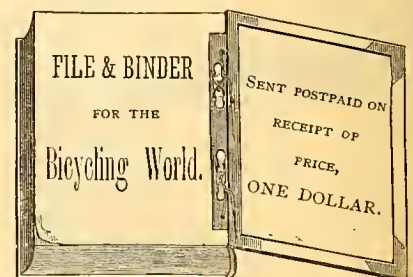
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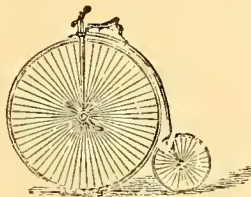
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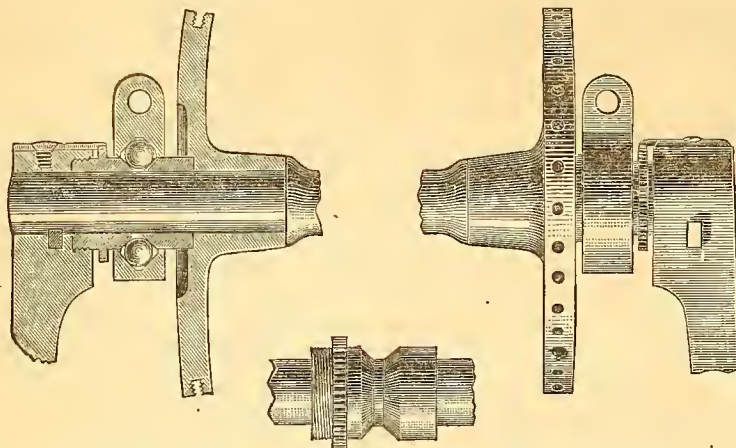
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