

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William G. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 19 AUGUST, 1881.

Volume III.
Number 15.

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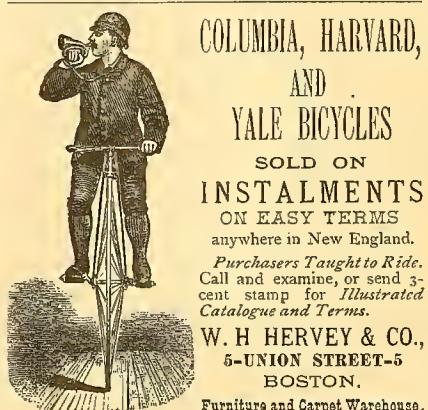
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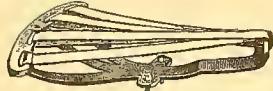
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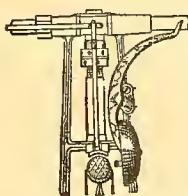
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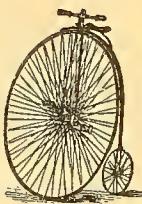
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CURRENT CALAMO

A BAYLISS, THOMAS & Co. "Sociable" tricycle is now owned in Chelsea, Mass.

WE heartily sympathize with a bicycling friend who, when asked why he had not been riding his wheel lately, replied: "Well, I've got boil bearings on both seats, and don't like 'em." Yes, we've tried 'em ourselves and don't care to again.

CAPTAIN HODGES, of the Boston Bicycle Club, has taken prompt action about the coming Meet at Worcester next month. Now let us hear from others.

A LEAGUE has three miles, but a Land League has an indefinite number of Paddy Miles.

SMALL BOY: Look at the monkey on wires! Bicycler: Don't you wish you were a monkey? S. B.: You bet.

THE Abington (Mass.) bicyclers, about a dozen in number, are projecting the formation of a club in that town.

PRESIDENT PRATT writes: "I could not help thinking while at Martha's Vineyard last week, how much the ladies might enjoy with tricycles there on the asphalt streets and walks of Cottage City."

A TRICYCLE of the "Royal Salvo" pattern, to be described next week in "Some Tricycles," may be seen at the rooms of the Pope Manufacturing Company, and there is also a fine cut of the

machine in the "Tricyclists' Indispensable Annual." By the way, the Popes have "flung out their banner on the outer" roof; and it looks better than the big letters on the fences.

"TELZAH," our Portsmouth, N. H., correspondent, has mastered the "American Star" and will soon rise and relate his experience.

WE learn through Detroit *Chaff* that President Bates is convalescing from a recent severe illness. If it had been some other president, now, we should probably have been flooded with bulletins about the progress of his disease and signed by half a dozen *Æsculapiuses*. As it is, we don't hear anything about the Det-oits' beloved guide and moral instructor until he is about well. His physician is too modest.

PERSONAL

MR. HERMAN H. DUKER, of the Crescent Club of Boston, intends wheeling from this city to Baltimore, and wishes to hear from any wheelman who has ridden over the whole or any portion of the route, as to the best way and the state of the roads. His address is 60 Devonshire street.

A REPORT has been circulated that Ex-Capt. Bidwell, of the Buffalo Club, and President Wood, of the Northboro' Club, were in Boston last week, but we doubt it.

THE distance from Marlboro' to Boston by wheel is thirty-five miles. Mr. A. L. Atkins, of the former place, has ridden it in 3½ hours.

DIRECTOR J. L. TOMLINSON, president of the Baltimore Bicycle Club, wheeled from Durham to Raleigh, N. C., 29 July, a distance of thirty miles, in four hours' riding time. The Baltimore Club has a membership of forty-five, comprising many prominent men of that city.

A. F. WEBSTER, of the Massachusetts Club, is happily convalescing from a long illness, dating from just after the League Meet, 30 May.

CAPT. CARPENTER, of the Crescent Club, of Boston, is ill at Newbury, Vt.

THE Entertainment Committee of the L. A. W. Boston Meet have presented Messrs. Allen and Chandler, of the Providence Bicycle Club, and Mr. "Rex" Smith, of the Capital Bicycle Club, each, with a handsome gold medal, complimentary to their fine exhibition of trick and fancy riding in Music Hall on the occasion of the great Meet.

DETROIT *Chaff* informs its readers that Capt. Howard (of the Detroit Bicycle Club) and his bride are honeymooning at Saline; that P. D. Warner has been in Detroit to arrange for bicycle races to come off at Farmington, 6 October, at the Union Agricultural Society's fair, for gold badges; and that the BICYCLING WORLD is "greatly improved, and deserving of every wheelman's subscription."



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 EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, 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. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 19 AUGUST, 1881.

AMATEUR OR PROFESSIONAL?

PROBABLY many of our readers are aware that on 10 August, among the entertainments projected by the Jackson Corps at their field day, in that city, was announced a bicycle tournament, and that a \$500 medal was to be awarded by Elsa von Blumen to the winner in trick and fancy riding and racing. Well, we are informed that there were a number of entries, and among them the name of Mr. F. S. Rollinson, the well-known and skilful professional wheelman, and who, it turned out, was the only contestant that held to his entry and contested for the prize; and that he accomplished successfully nearly all the feats prescribed by the programme, and was awarded the prize. It appears that the others who had entered claimed to be all amateurs and when they learned that Prof. Rollinson had entered and would be allowed, notwithstanding their protest, to compete, they withdrew. The protesting amateurs were members of the Utica Bicycle Club, which is a L A. W. club, and their names were W. J. Walters, secretary; J. A. Gilmore, Henry Edwards, and C. H. Metz. The latter had already won a Von Blumen badge, at Utica, as an amateur; and

although declining to enter a prize competition with the professional Rollinson, subsequently obtained permission from the managers to wheel the course against the latter's time (which was 3.40), and which Mr. Metz failed to reach by four seconds. The whole affair has awakened much adverse comment among bicyclers and the Albany *Press* and *Knickerbocker* and the Utica *Herald* are disputing over it; the former claiming that the contest was called for both professionals and amateurs and that none but professionals entered for it, alleging that Mr. Metz was a professional through competing for the Utica prize. Now the secretary asks us if, under the circumstances of both contests being announced as for amateurs, Mr. Metz can justly be called a professional. We see it stated by the Albany *Press* that the competition was announced for both amateur and professional contestants, while the Utica *Herald* and Mr. Metz's friends say that and the Utica contest was for amateurs only. Assuming the latter to be the fact, we say that unless Mr. Metz has in previous races transgressed the rules which define an amateur and professional, he is not a professional. The simple fact that Mr. Metz endeavored to beat the record of Professor Rollinson does not of itself make him a professional. Anybody is at liberty to try and cut the records made in a previous race, and not be guilty of the charge of professionalism. If our information in regard to the race is correct, the only mistake was made by the judges in allowing Prof. Rollinson to compete in a race which was advertised to be for amateurs only. If there is any doubt in regard to the matter, and Mr. Metz is liable to suffer from the decision of the judges, the best thing he can do is to appeal to the League, and obtain their decision as to what his status is to be in the future.

WHEEL CLUB DOINGS

BOSTON BI. CLUB.—In response to an invitation of the Worcester Bicycle Club and the *Aeolus* Wheel Club to attend the eighteenth annual fair of the New England Agricultural Society at Worcester, Tuesday, 6 September, 1881, the Boston Bicycle Club is ordered to appear in full uniform (including whistle cords) at the club house, Monday afternoon (time to be appointed hereafter), to take cars for South Framingham, from which place the club will run to Northboro'. Spending the night there, they will run to Worcester the following

morning. As it is desirable to make as good a showing as possible, every member is requested to make arrangements to attend the run. Those intending to join on the run, are requested to send their names to the secretary immediately.

Per order,
E. C. HODGES, Capt.
J. S. DEAN, Sec.
28 STATE STREET.

THE MARLBORO' BI. CLUB.—The semi-annual business meeting was held on 2 August. The following officers were chosen for the ensuing six months: Arthur Curtis, captain; Lemuel Hitchcock, sub-captain; Frank A. Leland, secretary and treasurer; Ed. Frye, bugler. Two new members were admitted. We have club races once each week. The wheel is gaining in favor here,—our club starting with four members only, and now we have fifteen. F. W. ELLIS.

8 AUGUST, 1881.

HONESDALE (PA.) BI. CLUB.—A bicycle club was formed at Honesdale, Pa., last week, on which occasion the following officers were elected: President, S. L. G. Atkinson; secretary and treasurer, E. P. Chambers; captain, W. D. Wood; guide, F. Ham; bugler, F. Dalmeitch.

F. C. H.

SCRANTON, PA., 8 August, 1881.

THE BROCKTON BI. CLUB has in active preparation its plans for the tournament and races of 5 October, when \$300 in prizes is to be given. At a meeting last week, a number of committees were chosen to perfect the arrangements. A general invitation has been extended, and it is expected to have 150 wheelmen present. The Brocktons have also arranged to entertain the Waltham Club 28 August, in return for the courtesies shown them at Waltham last June.

OAKLAND (CAL.) BI. CLUB.—After the usual Saturday evening "run," 6 August, the Oakland Club held their regular monthly meeting at their rooms on Broadway street, Capt. Strong in the chair. A communication from the directors of the Golden Gate race track was read in relation to the coming races, 17 September, which will necessitate their building a track especially adapted for bicycling. The proposition is to build a five-lap track in front of the grand stand if the bicyclers would assent. A liberal but as yet insufficient amount was immediately subscribed, and it is hoped that our local riders, and others interested in the advancement of the sport, will co-operate with the Oaklanders, as it will supply a want long felt by all. Three gentlemen were elected members, which makes a roll of thirty-five. George H. Strong, Mr. London, and Dr. Goddard were unanimously re-elected the officers of the club for the term of one year.

SAN FRANCISCO, 8 August, 1881.

A GALLANT young wheelman, while riding,
Saw before him his layde-love gliding;
And stooping, he kissed—
The ground; for he missed
His balance, and now is n't riding.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very 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.

Bicyclists generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclists to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

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

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

SOUTHBRIDGE BI. CLUB.—Additional: Edgar A. Brown, Joseph T. Talbot, Frank Parson, Merrick C. Brackett,—all of Southbridge, Mass.

MOUNT VERNON BICYCLE CLUB.—Charles E. Lauten, Franklyn T. Davis, Frank W. White, Philip H. Lucas,—all of Mount Vernon, Westchester County, N. Y.

SUSQUEHANNA BI. CLUB.—John D. Ward, Charles G. Miller, R. A. Benson, Henry C. Miller; Henry Lea, bugler, William Garner, secretary and treasurer.

MISSOURI BI. CLUB.—Additional: J. A. St. John, Central Type Foundry, St. Louis; Joseph W. Steen, Morrisville, Ill.; E. M. Senesly, 3011 Glasgow avenue, St. Louis.

CLEVELAND BI. CLUB.—Additional: Fred. T. Scholer, Cleveland, Ohio.

CHAMPION CITY BI. CLUB.—Additional: H. S. Folger, Springfield, Ohio.

CRESCENT BI. CLUB, OF BOSTON.—Additional: William Parry Kennard, Boston, Mass.

UNATTACHED.—W. W. Winslow, Brockport, N. Y.; A. H. Cowen, Santa Rosa, California; Charles J. Holland, 17 Park street, Medford, Mass.; Myron W. Curtis, 196 Chapel street, New Haven, Conn.; Cyrus Knapp, Hackensack, Bergen County, N. J.; Albert D. Rice, 28 Highland street, Boston Highlands, Mass.; G. L. Henderson, M. D., 115 West 6th street, Kansas City, Mo.

CORRECTION.—E. Felch, Cochituate, Mass., should be John E. Felch, Cochituate Bi. Club, Mass. A. M. Crother, Champion City Bi. Club, should be A. M. Crothers, same club.

DIRECTORS.—Mr. Andrew A. Hathaway, captain Milwaukee Bi. Club, has been appointed director for Wisconsin, in place of Mr. Hibbard, who was forced to resign, owing to a change of residence.

Editor Bi. World:—Dear Sir,—The enclosed letter of resignation from Mr. Hibbard will be read with regret by all League members, and I know your readers will unanimously indorse my hope that our loss in Wisconsin will be more than offset by the gain of an energetic and able director in Minnesota. Fraternally, KINGMAN N. PUTNAM.

NEW YORK, 12 August, 1881.

K. N. PUTNAM, Esq., Cor. Sec'y L. A. W., New York:—Dear Sir,—A continued rush of business since my removal from Milwaukee has prevented my tendering to you before this my resignation as director for Wisconsin. It is with much regret that I do this, as the office has been one of great interest to me in connection with the development of bicycling in my native State. I shall always retain an active interest in the League, and wherever I may be I shall be glad to do all and anything I can to further its interests. I cannot at present regard my residence here as permanent, but hope before I leave to wake up what wheel interest there is already here to life and L. A. W. membership. I would suggest in order as my successor as Wisconsin director, Mr. Andrew A. Hathaway, captain of the Milwaukee Club, a gentleman well known and universally admired and respected as a leading bicyclist, and one whose pre-eminence and standing fit him for the position. Yours very truly,

ANGUS S. HIBBARD.

MINNEAPOLIS, MINN., 5 August, 1881.

Editor Bicycling World:—Please note that the consul L. A. W. for Flushing, L. I., N. Y., M. A. P. Cobb, will be found by addressing P. O. B. 222, Tarrytown, N. Y., through September next.

W. F. GULLEN, Director L. A. W.
BROOKLYN, N. Y., 11 August, 1881.

The Mail Vote.

HAVING received thirty-one responses to mail votes Nos. 4 to 11 inclusive, submitted to the Board of Officers, L. A. W., on 3 August, 1881, under Rule

13, I have counted and declared the votes as follows:—

Mail vote No. 4. Whole number, 29.
FOR COMMITTEE ON MEMBERSHIP.

C. K. Munroe, of New York..... 29
L. H. Johnson, of Orange, N. J..... 29
W. F. Gullen, of Brooklyn..... 28
K. N. Putnam..... 1

First three elected.

Mail vote No. 5. Whole number, 29.

FOR COMMITTEE ON RULES AND REGULATIONS.

E. C. Hodges, of Boston..... 29
S. T. Clark, of Baltimore..... 28
H. S. Tibbs, of Montreal..... 29

Elected.

Mail vote No. 6. Whole number, 28.

FOR COMMITTEE ON MEETINGS.

E. J. Waring, of Pittsburg..... 26
P. T. Dodge, of Washington..... 27
A. Ely, Jr., of Cleveland..... 27
A. S. Hibbard..... 1

E. C. Hodges.

First three elected.

Mail vote No. 7. Whole number, 29.

FOR COMMITTEE ON RIGHTS AND PRIVILEGES.

S. A. Marsden, of New Haven..... 29
F. S. Pratt, of Worcester..... 29

J. M. Fairfield, of Chicago..... 25
G. J. Hope..... 1

C. E. Pratt..... 2

First three elected.

Mail vote No. 8. Whole number, 30.

That an autumn race meeting of the L. A. W. be held in New York on or about the first Saturday of October, 1881, at such particular time and place, and under such regulations and arrangements, as may be designated by the commander

As it stands, —Yes..... 28
Amended to 9 or 10 September..... 1
Conditional for a more Western city..... 1

Carried.

Mail vote No. 9. Whole number, 28.

That such prizes may be offered, and for such distances and on such conditions, besides the "League Championship Prizes" mentioned in Rule 11, as the Committee on Rules and Regulations approve; provided that the amount to be expended from the League treasury for any such purpose shall first be approved by the Committee on Finance.

Yes..... 27
No..... 1

Carried.

Mail vote No. 10. Whole number, 29.

That the Committee on Meetings be authorized to arrange and appoint one or more additional race meetings, or events at race meetings, and one or more excursions, subject to Rules 3 and 11, at such times and places as they may designate, besides the autumn meeting before provided for; provided, that any expense to be incurred and paid from the League treasury shall first be approved by the Committee on Finance.

Yes..... 23
No..... 3

Amendment.—to make it one race meeting and no excursion..... 1

To make it an excursion..... 1

To make it one or more race meetings and no excursions..... 1

Carried. with amendment to strike out the words "and one or more excursions."

Mail vote No. 11. Whole number, 30.

That a committee of three, consisting of the treasurer, corresponding secretary, and Mr. W. F. Gullen, of Brooklyn, be authorized and requested to have published a hand-book for the use of members of the League, containing the constitution and rules, and names and addresses of officers and consuls, and such other official information as they may deem necessary; and to furnish the same at a small price sufficient to cover expenses.

Yes..... 29
Amendment,—to substitute C. K. Munroe for W. F. Gullen..... 1

Carried.

CHARLES E. PRATT, President L. A. W.
15 AUGUST, 1881.

A CORRESPONDENT writes us that he charged his bearings with plumbago two months ago, and they run as easily as possible, although he has during that time run more than 400 miles on it.—Cyclist.

RACES

Coming Events.

29, 31 August, Columbus, O., State Fair. Meet of Ohio wheelmen. Programme: Tuesday, — Meet at headquarters Columbus Buggy Company at 1 P. M.; run to Fair Ground; one-mile race for a gold and a silver medal, first and second prizes, given by the State Board of Agriculture; after race, a run will be taken through the city, visiting points of interest. In the evening, attend theatre in uniform, at invitation of the Buckeye Bicycle Club. Wednesday, — Meet at headquarters at 9 A. M.; run to Goodale Park, for photograph; immediately after which, start for Shaderville, 10 miles; dine and return. In the evening a supper at the Park Hotel will be given visiting wheelmen by the Buckeye Bicycle Club.

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races: Open to all amateurs (as per L. A. W. rule). Half-mile dirt track, to be used for trotting later in the day. Standing start from scratch. First race half mile — First prize, a piece of plate, valued at \$30; second prize, a medal, valued at \$10. Second race, two miles — First prize, a piece of plate, valued at \$50; second prize, a medal, valued at \$10. Entries close noon 5 September, 1881, and are to be made in writing, accompanied by entrance fee of fifty cents for each event, to C. Whyte, Post-Office Box 835, or 12 Donnell Buildings, Baltimore. Rider's colors, size and make of bicycle to be named in entry. Arrangements for transporting bicycles to the track will be made by captain of Baltimore Bicycle Club as soon as probable number of visitors is known to Mr. Whyte, from whom further information may be obtained upon application. All bicycle clubs and L. A. W. members are invited to attend with wheels. After the races the Baltimore Bicycle Club propose to ride back to town, twelve miles, over fair country roads.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games). 24 September, at 10 A. M. and 1.10 P. M. Fee \$2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

WE lately reprinted a clipping from some paper to the effect that at a bicycle race in Bloomington, Ill., 30 June, three two-mile heats were made in 5.45, 5.15, and 5.19, respectively. We carelessly overlooked the figures, and an exchange has called our attention to the improbability of the record as stated. The time on most American tracks is more reasonable for one-and-one-half mile heats than two-mile heats.

AT the Williamsburg (L. I.) Athletic Club games, 25 July, L. H. Austin, on a bicycle, raced against Theodore Choicener, on foot, a distance of six hundred and sixty yards, the latter being allowed eighty yards. Choicener won by ten yards.

AT Geneseo, N. Y., 28 July, there were bicycle races, mile heats, open to all, best two in three, won by J. B. Baross, C. A. Smith standing second, and W. E. Booth

third. Championship of Livingstone County, W. E. Booth, one; C. F. Booth, two; H. E. Grant, three. M. Punnett was No. 1 in fancy and slow riding.

AT the entertainment in aid of St. Elizabeth's Hospital, 4 August, on the Utica Driving Park, the Utica Bicycle Club took an active part. A gold medal valued at \$25 being offered to the fastest amateur rider, called out four contestants, — C. H. Metz, W. J. Walters, Henry Edwards, and R. T. Peckham. The start was a fine one, and all the competitors dashed off spiritedly. Peckham led until the fourth mile pole was reached, when Metz gradually forged ahead and won the race by a neat lead. Time, 3.24. Mr. Metz has only ridden three months, and is destined to be a very fast amateur rider. He has beaten the above time by two seconds since the race on the same track. The members of the club gave an exhibition drill which gave many veterans their first idea of what can be accomplished on the wheel. One of the prettiest feats of the drill was Capt. Peckham doing the stand-still, with hands off handles, while the balance of the club swept gracefully around him in a circle. Mr. Jas. H. Gilmore gave an exhibition of fancy riding, which called forth hearty applause. The day was one which will be long remembered by the club, as its first day upon the track since its organization. *

A BICYCLE race took place at Halifax, 11 August, for a medal and the championship of Nova Scotia; it was won by Mr. John Stairs, but to become the permanent property of anybody it has to be won three times. There will therefore be two more races for the honor.

THE sojourners at Cottage City, Martha's Vineyard, were treated to an interesting event last Friday afternoon, it being the occasion of the first of a series of three two-mile bicycle contests of three heats each, to be run on successive Friday afternoons. Several thousand people were present. The track is an asphalt one, a little less than a half-mile lap, with one or two sharp turns and a not very even bed, so that the contestants could not show at their best in the matter of time made. The arrangements were conducted by Dr. H. B. Shaw, assisted by Mr. Norris, of the local press. President C. E. Pratt, F. W. Weston, and Dr. Shaw officiated respectively as time-keeper, starter, and clerk, and were also the judges. In the first heat H. E. Lombard, of Cambridgeport, Mass.; G. E. Cook, of the Capital Club, of Washington; S. T. Kaulback, of Malden, Mass.; and W. H. Smith, of Waltham, Mass., having drawn positions in the order named, started in good shape; but Smith got a fall, and after the first lap withdrew, and the others finished the heat, with Cook leading, in 8.13; Lombard second, and Kaulback third. In the second heat, Kaulback held the lead throughout, coming home in 8.12 $\frac{1}{4}$, with Cook second, and Lombard third. Kaul-

got and held first position in the third heat. Lombard coming in second, while Cook got dismounted on the second lap, and dropped out.

It is probable that in the contests this week and next there will be more participants. There will be six more heats, nine in all, and the winner of the greatest number of heats, will be awarded the first prize, an elegant \$50 medal offered by the proprietors of the Boston *Herald*, and the winner of the next greatest number will be awarded the second prize, a fine \$25 medal offered by residents of Cottage City. Kaulback has now two heats to his credit, and Cook has one; but the races are still open to all amateurs and the succeeding events may show a lead by some other man.

NOTES, QUERIES, ETC.

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

"CVCLOS," writing 6 August from Dunkirk, N. Y., says: "The nicest way to keep the stockings up is that of the L. A. W. consul here," but he does not explain the method. He also asks, "What is an omnicycle?" and we append herewith the following description from the "Tricyclists' Indispensable Annual":—

"Two 50-inch and one 20-inch wheel; 4-inch and 3-inch red rubbers, wired on; crescent rims; butt-ended direct spokes; G. M. hubs; plain bearings; omnicycle levers; omnicycle disk gearing; ratchet and pawl in wheel bosses; spade handles; centre rudder head; rack and pinion steering; omnicycle double-tire brake; adjustable seat rod; C spring; suspension seat or tricycle saddle. The frame is very simple: A tube forms an arch over the axle, resting on bearings at each end, and from the centre of this a second tube drops down and curves gradually forward up over the guiding wheel, finishing at the head. At the top of this curved tube a bracket holds the saddle rod. Arms project at the sides carrying the handles, and a couple of joints on the top of the steering wheel carry the levers. All the gearing is on the main axle."

WILL some one send a minute description of the method used to ride a bicycle on the big wheel alone, to Box 153, Marlboro', Mass.?

M. LORINI, captain of the Westchester Bicycle Club, of Vaihalla, N. Y., writes in regard to Westchester County roads:—

"I have not been all over the county as yet, but have ridden on many roads, it being my practice to take a new road whenever I go out. I would like to know if there is some one who does the same thing, so that I could get acquainted with them."

Editor Bicycling World: — In the bicycle-club directory, recently published in your paper, you print the Capital Club, of Washington, as one of the League clubs, which is an error. The Capital Club withdrew from the League immediately after the meet in Boston, and duly notified the president of the League of such action.

CAPITAL P.

Dear Sir, — In reply to "Darkness," under "Notes and Queries," in a previous issue, I would say that "Wright Illuminating Oil" is the only oil to use. It is oil *Wright* in every respect, and only goes out when carried out.

JACK-O'-LANTERN.

Editor Bicycling World: — In your last number, "Darkness" asks what is the best oil for a bicycle lamp. Let him try sperm oil; that is excellent. If not content, try the recipe of the *Wheel World*, as follows: "To a half-pint of any good lamp oil, say sperm, add two pieces of camphor, each as large as a walnut. Put this in a pan and let it simmer by the side of a steady fire till the camphor is dissolved. It gives a very steady and brilliant white light, and never goes out over the roughest macadam." I have heard, but do not vouch for it, that a wick will not smoke which has been soaked twenty-four hours in vinegar and dried previous to being used.

Editor Bicycling World: — Upon testing the running qualities of his ball-bearing small wheel, a member of the Roxbury Club was surprised on giving it one smart turn to see it run in one direction for 7 minutes 59 seconds, and balance for 1 minute 6 seconds, making in all 9 minutes 5 seconds it was in motion. Next?

Editor Bicycling World: — During the hottest day of the season, Friday, 5 August, 1881, two bicyclists might have been seen sweltering through the extreme heat on the road to Hingham; and as an incident of the run, report that while in motion they succeeded in keep-

ing cool, but immediately on stopping experienced the severest effects of the heat, so much so they were obliged to return almost upon their arrival.

Editor Bicycling World: — In reply to "Woodside's" question as to signals the following are those used by the Montreal Bicycle Club: From the leader, one whistle, mount and ride single file; when mounted, one whistle, "single file"; two whistles, "double file"; four whistles, "four abreast"; one short and one long whistle, repeated three times, "ride at ease"; three whistles, "dismount"; from the whipper-in, one whistle, "Decrease speed"; two whistles, "increase speed"; three whistles, "dismount." The signals "fall in" and "disband" are done by bugle calls.

CHAS. JAS. SIDEY,
Capt. Montreal Bi. Club.

To Juvenis.

DEAR JUVENIS: Pray pardon me
For addressing you in rhyme.
I really meant no harm in what
I wrote that other time.

I'm sorry that my epithet
So poorly suits your taste;
But very glad you've shot the boots
Which once your fair legs graced.

But if you do too irate feel
To appreciate the fun,
Jump on your fifty-two-inch wheel
And take a ten-mile run.

'T will quell the rising wrath, and bring
Your spirits up to par.
Don't let a maiden's pen again
Your even temper mar.

You flatter much my girlish pride,
In thinking I can tell
The angle at which wheelmen ride
Climbing the steepest hill.

But did I mount the wiry steed,
I should prefer, I know,
To take my rides on down-hill roads:
Ascending is too slow.

But as for coming from behind
My petticoats — dear me!
Your request is too awfully utter.
Yours truly,

LYDIA P.

CORRESPONDENCE

Lawrence.

Editor Bicycling World: — For the first time Lawrence makes its appearance in the columns of the WORLD, as a contributor to that *sine qua non* of bicyclers; and as we wheel into line and take our place among other correspondents, we too, following the example of those who have already taken their positions, in deference lift our cap to the bicycling public.

The wheel, when three summers ago it was first seen upon our streets, met with a decidedly cold reception. Mr. Branch, cashier of the Lawrence Gas Company, was the pioneer in the new enterprise, and wheelmen here feel much indebted to him for having first demonstrated the practicability of the machine for utility as well as for pleasure, and for giving the first impetus to this movement, now so popular. For a whole year Mr. Branch rode "unattached"; he had no one to attach to: a poor, lone bicycler; but Mr. Branch has all his life been a lonely single man, which in a measure accounts for

his good courage and lack of despondency during his first year's experience.

But the wheel grew in favor. We — i.e., the younger portion of the community — learned first to "endure, then pity, then embrace"; and to-day this city of loom and spindle prides itself on the possession of a club of almost thirty riders, with an immediate prospect of numerous accessions. Right here let me say that if anybody meets a wandering "cyclist," strayed away from home, and it is desirable to know whether he hails from Lawrence or not, just ask him what he'll "take." If he answers, "Lemonade," you may feel sure he is from Lawrence. Some of our members, since the day of the League meet, have achieved quite a reputation for lemonade. Our club, organized early last fall, has held regular monthly meetings, and since the riding season opened this spring we have done something in the way of drilling, Wednesday evening of each week being set apart for this purpose. Of course, we are always present at these drills, every man of us, in uniform, obedient to orders. For the correctness of this statement, we would refer all inquirers to our "gallant captain," R. T. Manders. The club has made several runs or short excursions during the season, notably to Haverhill (9 miles), an account of which was published in the *American*, and to Georgetown (10 miles). Altogether, the club is well organized for efficient work, and as soon as we secure a bugler we shall be happy; and rumor has it that a gentleman has been recently elected a member who can fill this position.

Lawrence is not noted for its fine roads. In fact, it is quite a difficult matter to say what Lawrence is noted especially for. Possibly that Waltham rider, who spent several days with us quite recently, discovered. We possess none of those sand papered roads which form the substance of all bicyclers' dreams; and yet we have sand enough, — more sand than anything else. However, we, "to the manner born," felt quite well satisfied and contented with our roads, until a noted wheelman from Worcester came and settled in our midst. He tried our roads. He has long since given up the manly art. A 52-inch Harvard, all nickel, is for sale. Sorry.

To all bicyclers contemplating a visit to Lawrence, we say, Come by all means, — we shall be glad to see you; but don't expect too much from our roads. The Andovers afford us some very good runs, and the ride to Ballardvale (seven miles) is an exceptionally good one. Some extended touring has been done by club members, recently. Messrs. Emmons, Dyer, and Webb rode their machines from Lawrence to Fall River and returned. They reported a good time, notwithstanding some poor roads encountered, and a few slight accidents. Messrs. Branch and Spooner, together with the writer, took a two-and-a-half days' run to Salem, thence to Manchester, Gloucester, Essex, Ipswich, George-

town, home (seventy miles). Nothing particularly remarkable about the journey. We took the trip in easy stages, and experienced good roads for the most part, — and a thoroughly enjoyable time. The last named trio went with their wheels to Hampton Beach, last Saturday, and spent Sunday there, stopping at the Ocean House. When asked by the people at the hotel if we came all the way by wheel, "56" would promptly answer with one of his blandest smiles, "Certainly. Car-wheel to Exeter; bicycle-wheel to Hampton." The ride from Exeter to Hampton was not as good as we had anticipated it would be, for we had heard much in praise of this road; but some allowance must be made for the very dry weather, which had continued for some time. The next afternoon, after the rain of the morning, we found the roads much better, and we were enabled to make the entire distance from the beach to Exeter in one hour and ten minutes, without a dismount. Secretary Cogswell left Monday morning on his wheel for Portland, intending to ride the whole distance. How he fared, and what time he made, we hope to give some account in our next letter.

GEO. W. HALL, Pres.

LAWRENCE, MASS., 12 August, 1881.

Providence, R. I.

Editor Bicycling World: — In your 5 August issue appears a letter from Mr. R. L. Lippitt, in regard to his expulsion from the Providence Bicycle Club. It was one of those disagreeable family jars liable to happen in any club, and which we hoped would not be pushed before the bicycling public, and we were disposed to let the matter rest; but I hardly think it justice to the club not to give our reasons for acting as we did. That Mr. Lippitt has some points in his favor, none will deny; and that he has done everything legally, is not denied; that the club did not give him a written notice of the meeting for his expulsion is not denied by the club; and that Mr. Lippitt's conduct was not that of a gentleman is also believed by the club.

First. The Howard challenge medal was given by Mr. Jesse Howard as a ten-mile challenge medal for the championship of the club, to be run for at least once in six months (the winner three times to hold it) under certain rules and regulations. One of the rules was that all entries must be made one week previous to the race. The person holding the medal and the one challenging had the right to name the day and time. Mr. Lippitt admits that there are two members of the club who can beat him when in condition. At a meeting when the secretary was absent, the *acting secretary* entered the name of Mr. E. G. Thurber as having resigned; the records were not read at a succeeding meeting, so that the mistake was not discovered. Mr. Lippitt had won the medal twice, and wanted to own it; and thinking that Mr. Thurber was not a member, he asked one of the

members, a personal friend of his, to challenge him, and to make the race as soon as possible,—which the friend did, and named a day nine days in advance. This friend was at that time under a doctor's care, and had a certificate from the doctor that he was unable to work. The club officers received their notice of the race from Mr. Lippitt Friday forenoon about eleven o'clock; the secretary had then to notify all members, and the members had to send their entries to Mr. Lippitt and the secretary by Saturday night. Mr. Thurber sent his entry, and Mr. Lippitt would not accept it. Mr. Lippitt, upon being questioned, said his reason for having the race so soon was that one member, who he admits can beat him, could not get into condition. The members of the club felt as though Mr. Lippitt was not acting as would be expected of a gentleman and member of the club, and for a medal which was supposed would be won by the best rider and not by the trickiest one. Mr. Lippitt claims that he had a precedent in his action because a previous race had been run with about the same notification (eleven days); but the fact was that the other race had been talked of, and the members had been in preparation long before the challenge was sent, and that, although actually but two more days' time had been given, really they had had a number of weeks.

The feelings and opinions of the members may be judged by the fact that at the meeting when he was expelled, the only member voting for him was the friend who challenged him; and it hardly seems as though all the rest of the members (among whom are five or six personal friends of Mr. Lippitt) could be mistaken, and the one right. Mr. Lippitt, feeling aggrieved at the action of the club, wished the matter left out to referees; and the executive committee, feeling strong in the right, wishing to give him all the chance for explanation possible, assented. They expected the question to be, "Whether Mr. Lippitt's conduct had been that of a gentleman"; but the referees gave their decision as to "whether he had been legally expelled." To sum up the whole, while the club have made some mistakes, and admit that Mr. Lippitt was not *legally* expelled, yet they are unanimous in the opinion that his conduct was not that of a gentleman, and what was to be expected from a club member, and that he deserved expulsion.

A MEMBER PROVIDENCE BI. C.

PROVIDENCE, 16 August, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World:—In reply to your inquiry concerning the progress bicycling has made in our city, I would state that Poughkeepsie is a very conservative place, and has received the bicycle as it receives every other new thing,—very quietly. We have a few riders, some thirteen in all, who own machines, and the ranks are not being recruited very rapidly; still we are gain-

ing. We have some fair rides in and about the place; but our city being built upon a hill and surrounded by lots of other hills, it is impossible to go far in any direction without encountering what may be justly called "rough riding." Our best ride, and the one we take all visitors over, is to and around Vassar Female College. It makes a very pleasant ride of about seven miles, and is pronounced very interesting, especially while the *college is in session*. We have a club of ten members, but this also is imbued with the same drowsiness which pervades everything and everybody in and around Poughkeepsie. The last time a run was called, three members responded,—three out of a possible ten. This lack of interest has rather discouraged the captain, and no more runs have been called, although a month of good riding has elapsed since the last call. But it is a good club for all that; and what the majority of its members don't know about double-jointed, back-action, humpbacked, boneless, and fluted backbones, and patent detachable rear wheels and air brakes, you need not look in "*Sturmey*" to find out. The club has a bugler, too. You would be pleased to hear that bugle; you would be surprised to see the good wives issue forth with pans and baskets from the houses along the road when he begins to blow it; and would be amused to hear the comments of the aforesaid g. w. as they sadly return to their respective firesides to tell their families how they "thought sure it was the fresh-fish wagon, or at the very least the clam merchant, and there it was only one of them pesky fellows riding of a wheel." The horses around here are all getting used to bicycles,—very few now pay any attention whatever to them; and we have found that good horses under drivers who understand their business, very rarely show any disposition to scare: almost all the trouble has been either with crazy old plugs, or timid drivers. The horsemen about here are for the greater part gentlemen, and have used us with almost uniform kindness and consideration. The bicyclers have tried to act in the same manner, and upon the whole we have very little to complain about on the score of the horse. It is not at all likely anything of importance will happen here in the bicycle line, unless perhaps the club should wake up and go to work, in which case I will report at once. Meanwhile we will keep on adding miles to our log, and will be pleased to have any visiting wheelmen call on us as they may be passing through, as we can always spare time to show them the few objects of interest in and around the city,—at least such objects as may be viewed from the top of a

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 13 August, 1881.

Scranton, Pa.

Editor Bicycling World:—The interest in bicycling in this city is rapidly advancing, and the club just formed will

soon have a large membership. Those inclined to become bicyclers, seeing the interest manifested by our pioneer wheelmen, Messrs. Kolp, Sanderson, and Pentecost, increase instead of diminish. Scranton will surely be to the front in the future. There being especially pleasant relations between the Scranton and Honesdale wheelmen lately organized, we very often meet in tours and excursions. One of the most pleasant of these excursions left Honesdale August 25 for Port Jervis, N. Y., and points of interest in that vicinity. The party comprised Messrs. S. L. G. Atkinson, Frank Ham, Henry Dolmeitch, Wm. D. Wood, and James Pentecost, of Scranton. From the glowing account given by these gentlemen to your correspondent, we are inclined to think they enjoyed it much; they report the roads in this locality as among the finest. The distance from Port Jervis to Milford (eight miles) was made in forty minutes, easily, without a dismount. At the latter place they met a party from Bethlehem, Pa., comprising Messrs. Hunt, Linderman, and Neilson, whom they found to be very gentlemanly cyclers. All speak in the highest terms of the hospitality of the Milford people, who received them warmly, promising, if they would pay them another visit, to give them a banquet and ball. The Honesdale Club, together with our own, are already arranging for another trip there. All the clubs in this vicinity will be invited, and we will be pleased to have wheelmen join us from other parts of the country. In a future letter we will give date and further particulars of what we propose to make an event long to be remembered. The first order of the agents of Messrs. Cunningham & Co. was filled last week, and included two Shadows. These machines are sure to become popular when their merits become known.... President Atkinson, of the Honesdale Club, who weighs over two hundred, and who rides a 48-inch Columbia, broke the step of his machine in mounting, recently.... The Lackawanna Agricultural Society, of this city, offer prizes for bicyclers, at their fall meeting next month. Several members of our club are getting in trim, and we look for a close contest.... Mr. A. J. Kolp, our genial captain and most enthusiastic wheelman, is spending his vacation in Lancaster County. He returns this week, and will doubtless furnish your correspondent with some interesting matter for a future letter. F. C. H.

8 AUGUST, 1881.

Columbus, O.

Editor Bicycling World:—During the summer of 1880, five of us got together and in an informal manner organized the Buckeye Bicycle Club, of Columbus, O. At that time we constituted the only wheelmen in the city; our machines, with one exception, being standard Columbias. For a time matters stood in this manner, but gradually an interest began to develop, and with it

came new members. The first of this year we formed a permanent organization, with officers, by-laws, rules, and a code of signals. Our club membership at present is twenty-five, which number will soon reach thirty or forty. With but one or two exceptions we are League members. As we gained experience our machines improved in quality; viz., two Standard and twenty Special Columbia, one Xtra, one Royal Challenge, and one English wheel, fullnickelled forming a good percentage. We take a club run every Wednesday night, part of the time being spent in drill; but as our members without an exception are gentlemen actively engaged in business, we don't have the time we wish for. It has been our endeavor to make bicycling popular with all classes. So far we have succeeded, having had no accidents and only two unpleasant features. Twice, ignorant, half-drunken parties have tried to run down wheelmen. In the first case, after vainly trying to avoid it, a bicycler was knocked from his wheel by a horse; the driver, having driven over and badly injured the machine, drove away, and unfortunately escaped. In the second case the *bicycler* escaped by running in an alley. The papers, without an exception, denounced such driving in the strongest terms; so in reality these occurrences, though not the most enjoyable, gained us much sympathy. Such little acts as dismounting when a lady is driving (whether the horse looks as though he would scare or not), when about to pass a team going the same way, asking, "Will your horse scare, sir?" I am happy to say,—these and many more small acts of courtesy have gained Columbus wheelmen respect, and the free use of all roads, parks, and driveways in or about our city. Ohio is unusually well adapted to bicycling; our roads as a rule are level, hard pikes, just enough hills to make it pleasant, very few of them having to be walked. Of course, there are occasional places where "if necessary to a tour," a header can be taken. Every week some of our members take runs of from fifty to sixty-five miles in all directions. During these runs the condition of the road, hotels, etc., is carefully noted, so as to be able to give this information; and any one wishing to know about the roads within fifty or seventy-five miles of Columbus may be sure of having all the assistance in our power, and a hearty welcome should they visit us.

H. B. HUTCHINSON, *Capt. B. Bi. C.*

Chicago Notes.

MAJOR A. W. MCCLURE, president Chicago Bicycle Club, took the part of captain last Saturday evening, and gave the boys a rousing drill. Heretofore it has been found impossible to bring the club out in military trim, owing to the lack of a proper leader. Capt. Blinn is a jolly good fellow, but he is "one of the boys," and therefore lacks the august presence that is essential to quell undue

levity in the ranks. But when Mr. McClure got hold of them, it was wonderful to see the agility with which commands were obeyed. The mount in line, single file, twos and fours, and dismounts in single file and in twos, were performed quite *à la military*, under the major's skilful guidance. Lake Park, with its broad, winding cinder walks, affords a splendid chance to drill in, and the evolutions performed were much enjoyed by the fifteen participants as well as the big audience who came to see....Messrs. Blinn, Nichols, Losch, Conkling, and Ayers took a ride to Evanston last Sunday; that is, all started for that place, but only the two latter reached it. The distance is thirteen miles, and road level, but very dusty. There are three big cemeteries on this road, and the route is one continual funeral procession. We had the pleasure of involuntarily riding in several of them, and no doubt added much dignity to the line. Sunnyside, an elegant little hotel in a park, is on this road five miles out, and you can get a splendid dinner there for one dollar. If anybody starts for a trip to Evanston, would advise that they stop here, take dinner, and then go right home again; the road beyond is just too exactly dizzy for anything....It is only a five-dollar bill that separates New York, Boston, and Chicago wheelmen now. We trust no other and greater differences will rise between us than this low railway fare. Better come out and hunt Indians on the 'cycle!....Mr. Dean had a good offer for his "Standard" the other day, and sold it. He is now riding a D. H. F....Mr. Cragin, of the Boston Bicycle Club, who is now one of us, has just received his full-nickelled Harvard. It has a splendid wheel, with five-inch hubs and eighty-four spokes. A five-inch hub adds wonderfully to the symmetry of a wheel, and imparts more solidity and strength to it than one would imagine. Bicycle hubs have grown from three and a half inch diameter, as in the original Excelsiors and old nippled Coventrys, to four inches in the old Standards, and now it is four and a half as a general thing; some make them five. This last figure is a good proportion, and as it ought to be....The four-and-a-half inch gun-metal hubs on left sides of the D. H. F. Premiers of Blinn and Ayers have gradually collapsed,—dished in. It does not throw the wheels out of true or impair their strength as yet, but shows the nonsense of making the hubs too thin. ...Mr. Parker, while coming down W. Washington street at a tearing gait the other night, ran into an open man-hole in the middle of the street, and smashed things right and left. He has now got plasters all over his face, jaw lop-sided, chin tied up like a corpse, and teeth knocked loose. We saw all this through a spy-glass—he won't let you get nearer to him than a block....Mr. Meldrum has just received his bicycle that he used to ride in England,—a "Swift." He took it out into our streets

and got run into the first thing, and now it is all broken up. Beats all how many people are getting run into now-a-days. Mr. Fairfield's repair-room is full of wheels that have got mathematic—not æsthetic—figure 8's and S's, it being too quietly the rage....J. C. Cone, of our unattached club, has returned to his Eastern home....H. G. Rouse, of Peoria, where they make infernal machines (not Xtraordinays, Stars, and such), was around Chicago last Wednesday....T. S. Miller, Chicago Bicycle Club, will spend August in the East Worcester, Mass., is his old home....Mr. Nichols will spend this month and next up north, taking his wheel along, of course....B. B. Ayers, secretary Chicago Bicycle Club, spends the last two weeks of August in Dakota and the Black Hills.

STENO.

Montreal.

Editor Bicycling World:—There is considerable discussion going on just now as to the identity of "Kanuck." Suspicion rested strongly, for a while, on the "Pelican," but he swears that he "can knock the blooming head off" any fellow who dares to say he is the man; so of course he can't be the writer. The fact of having a "chief amang us," who not only "takes notes," but also "prents" them, seems to be too much for some of the delicate constitutions in our club....We were favored last week with a visit from Mr. Winter, of the Newcastle Amateur Bicycle Club England. As was perhaps to be expected, he did not fall madly in love with our roads, and I think he paid quite a high compliment to the pluck and energy of our riders when he said that if they had as few good roads in Newcastle as we have here, he did not think there would be more than two riders in the whole city....Gershom de Sola has been ordered off to the seaside for his health, but I was credibly informed that he did not go farther than St. Albans. I understand that there is an attraction there much stronger than any old Father Neptune can offer. ... Jack Muirhead, down with typhoid fever, I am glad to say, is over the worst of it, and is mending fast every day. ... Our morning practices, every Tuesday, Thursday, and Saturday morning, are getting better patronized every week, until now we can always count on having at least twelve machines on the ground. ... We are trying to arrange matters with the Permanent Exhibition Committee, so as to have them lay a suitable bicycle track inside the exhibition grounds. If they do so, it is the intention of our club to hold races on it, and we hope to offer prizes of sufficient value to tempt some of your crack riders to come over and show us how the race should be won. The exhibition opens 1st September, and promises to eclipse anything ever held in Canada....Hungry Tommy returned last week from a trip to Toronto. He said he enjoyed himself very much, and that the only drawback to his pleasure

was the fact of only getting three meals a day on the boats. Poor fellow!....Our bugler does not seem to have been practising as much lately as he should. If he is not careful we will take his bugle from him and give it to Jack Trotter, he being the next best "blower" we have....I am glad to see that "Auburn Jimmie" has again taken to riding. He has got quite a considerable corporation to pull down, but after that is done he will be able to take his proper place...."Long Mac" is a little shaky on his "56" yet, but is getting steadier every day....Ta, ta!

K. K.

MONTREAL, 8 August, 1881.

San Francisco.

SAN FRANCISCO bicyclists are not at all pleased with the restrictions placed upon them by the Park Commissioners. They are not allowed to enter by the front entrance, but have to go on the south road, which is rapidly becoming impassable, as it has never been finished after sewerage. The south drive is full of ruts and rocks, and is never sprinkled in the vicinity of Strawberry Hill. Under the rules they are allowed three hours in the morning and three in the evening. They claim that they should be allowed entrance at any and all times, and triumphantly quote the language of Justice Mellor, of England, in 1879, in a decision, in which he says: "I think the word 'carriage' is large enough to include a machine such as a bicycle, which carries the person who gets upon it, and I think such person may be said to drive it."....Yesterday Messrs. Martin and Finkler took a ride from San Rafael to Petaluma. The trip would have been greatly enjoyed had it not been for the high wind which prevailed most of the day. The road was in some places dusty and rocky. When about half way Mr. Finkler, on descending a very steep hill, met with a serious accident, which will necessitate his withdrawal from the active ranks for some time to come....Mr. Warschauer, of the San Francisco Club, expects the new machine which he has ordered in a few days. It will be the strongest machine that ever came to this State....Gov. Perkins and Columbus Waterhouse are riders of the bicycle....Capt. Eggers has been dangerously ill for the past ten days. His numerous friends will be glad to see him on the wheel again, which will be as soon as his doctors think it advisable....Among the many attractions at the Mechanics' Fair is the display of bicycles; also a unicycle and a tricycle. In the same exhibit is a large collection of models of different makes, all of them well made, and some of very delicate finish. In a few days the presence of "The Star," an American invention, will be the feature of attraction, as in this machine the small wheel goes first, contrary to the present bicycle.

Club Uniforms.

ON looking up the various characters in the League Meet photograph, my at-

tention was attracted to the different uniforms worn by various clubs, and the very apparent unsuitability of many of them as a uniform. Before this season there was not much attention paid to regularly uniforming clubs; but during last winter and spring the live clubs foresaw the necessity, and prepared to meet it by adopting regular uniforms for the coming season. The result has become apparent, and now a club without a majority of the members in full uniform is considered rather slow and behind the times. A great many short-sighted clubs, however, adopted a uniform (?) without a coat, and many such appeared at the Meet. There is no doubt that a flannel shirt is very comfortable to ride in, but it is now seen and acknowledged by all that a coat is indispensable to the uniform. Attention was recently called in the WORLD by a Worcester correspondent to a peculiar abuse which I find is sometimes practised by local unattached; and that is, copying or imitating the uniform of some club. Whether the imitation is purposely or accidentally made, or whether it is a perfect copy, or just enough to delude outsiders, it is a direct injury to the club imitated, and some radical method should be adopted by which such practice may be stopped effectually. The most effectual method would be to add some distinctive markings to the plain uniforms now used; and this may be done by means of embroidered letters on collars and caps, braid or cord on various parts of uniforms, shoulder knots, epaulettes, frogs, or embossed buttons of special pattern. Perhaps a uniform could be copyrighted in some way to protect it. (This is offered as a suggestion. I have no knowledge of law on this subject.) If this could be done, it would be a very effectual method of protection. It would be a good idea for the League to offer from the treasury, or from voluntary subscription, prizes of nominal value, say sets of colors, for best uniforms for appearance, appropriateness, and serviceability; the review at next League Meet to decide for year, and prizes to be awarded at the time. This would furnish a stimulus for backward clubs to come forward, and would give us well-uniformed clubs.

PRACTICAL.

A QUADRICYCLE.—*Editor Bicycling World:* We have here a vehicle which might be called a quadricycle, made by a Chicagoan for his own use, of which the following is a brief description: Diameter of the front wheels, forty-two inches; diameter of the rear wheels, fifty-four inches; length of reach between axles, fifty-seven inches; distance from centre of front axle to centre of pedals, thirty inches; from centre of pedals to centre of rear axle, twenty-seven inches; distance between wheels, same as in driving carriages; weight (estimated), one hundred and thirty-five pounds. The pedals are swung on jointed pitmans, which are attached to the frame

forward and to the axle rear, which is bent to form cranks of fourteen-inch stroke, or seven inches long. Now, one would suppose this vehicle would start very hard, especially up a sharp grade, or in sand or mud; but the contrary is the fact, and it leads me to think that the makers of tricycles have made a great mistake in reducing the size of the guiding wheel so much. In a tricycle the weight may be placed over the pedals at any place between the driving and the guiding wheel; and I think a larger guiding wheel, and a more even distribution of weight upon all the wheels, would make a vastly better road tricycle than we now possess. I will feel under obligations to others who will give their experience, or ideas, on this subject. It may be well to state that the above vehicle has been in almost daily use for two years, and has been ridden from Chicago to Elgin, and return (eighty miles) in a single day.

JNO. M. FAIRFIELD.

CHICAGO, 8 August, 1881.

EXCURSIONS, RUNS, ETC.

Routes.

Editor Bicycling World:—Taking a ride to Milford, Mass., the other day, I found the route to Medfield so pleasant that I mention it for the benefit of wheelmen. This route is via Dedham and West Dedham. The road from West Dedham to Medfield is as fine a bit of $4\frac{1}{2}$ or 5 miles running as one could desire. A pleasant, though a trifle longer route than the most direct, is as follows: Trinity Square to Dorchester Mills ($6\frac{1}{4}$ m.), Mattapan via River Street ($1\frac{1}{2}$ m.), Hyde Park (2 m.), Dedham ($3\frac{1}{2}$ m.), West Dedham (4 m.) Medfield ($4\frac{3}{4}$ m.); total distance, 22 miles. While I am at it, let me recommend the ride to Brockton, where a hearty welcome from the club there always awaits the stray wheelmen. The best route is to Quincy via Milton and East Milton, over the hill (10 m.), then through Braintree to South Braintree ($3\frac{1}{2}$ m.), Randolph (4 m.), to Brockton (6 m.); total, 23 miles. Avoid Randolph turnpike, which leads from Milton directly to Randolph. It's the ruttiest, sandiest, and hilliest road within 15 miles of Boston. I've been there; and I arrived in Randolph the sickest bicycler you ever saw,—that was a year ago, however. The above is also the best route to Taunton, which lies 14 miles beyond, and has the reputation of being a hard place to wheel to. The following route, however, is ridable, every rod of it, though best after a rain: To Brockton as above, then Campello, Cocheset, the old "thermometer works" (which be sure and inquire for), and Raynham. Riders should be careful to turn sharp to the left at the thermometer works (a small building not used now) in order to take the Raynham road; also, not to inquire the way of the old fellow usually at work in the field opposite, as after addressing him, first politely, then persuasively, then indignantly, and last

abusively, I found, in conversation with a comely farmer's wife over a glass of milk, that he was stone deaf. The above is probably the only rideable route to Taunton, and is a very pleasant trip to a very pleasant town.

MASSACHUSETTS.

A Long Club Run.

FRIDAY, 5 August, was chosen by members of the Framingham Bicycle Club for a good long run to the "Blue Bell Inn," and home through Boston. At the appointed time, Capt. Bean, C. A. Brown, F. C. Manson, C. F. Mills, and W. D. Wilmot, ora quarter of the members, and A. A. Metcalf, of Ashland, were ready to start. The road to South Framingham is perfect, and a little less than two miles. Here we stopped, and sent in our order for dinner by telegraph to the "Inn" at East Milton. We then rode to Natick (four miles), and found a better road than the one generally taken, and only a very little longer. This I will point out some other time. At Natick we were joined by Mr. Bent, of the Cochituate Club, and proceeded to Wellesley (three miles) by the direct road, which is good all the way; its hills being safe to coast and not hard for a good rider to ascend. We rode straight ahead through Wellesley till we came to a blacksmith's shop, and here we turned short to the left, taking the road to Needham ($3\frac{1}{2}$ miles), and arrived there at 9.15. Here we met Consul Whitaker (formerly captain Massachusetts Agricultural College Wheel Club), who accepted an invitation to ride with us, and we spent half an hour waiting for him to get his wheel, stretched out on the grass of the Common. We found him a nice companion and a good strong rider. At the end of the Common we made a turn to the right, now proceeding, eight in number, by a good road to Dedham ($3\frac{1}{2}$ miles), where we stopped for soda water. After staying here till all were satisfied, we moved on through Mill Village and one other small place till within a few minutes' ride of East Milton, and stopped at a large poultry-raising establishment to look around; but passing directly through the yard we found a most delightful retreat, where there was clean grass and shade trees, rustic seats, and a duck pond, and a spring which contains the coldest and nicest water one ever drank. As we had an hour to wait before it was time for our dinner, we spent most of it here, and started again after it was 12 M., and got to the "Blue Bell" at 12.15, having ridden $23\frac{1}{2}$ miles. Here we were served to a good dinner at \$1.25 each, and those in charge did all in their power to make our stay of three hours pleasant. While the party were here, Manson and Wilmot rode five miles to Quincy and back, and found a splendid road; but one of the hills was easier to coast than ride up, and should be coasted with care, for at the bottom there are places made across the street for the water to run. While staying at East Milton, one of the boys went into a store

after cigarettes and called for "Old Judge," but was surprised to have the man say, "We don't keep old jugs here." At 3.25 P. M. we started for Boston, and after crossing the railroad track at the Inn, took the left-hand road and found the first poor riding that we had met. For two miles it was sandy and bad, and it being 97° in the shade, we were quite warm in the sun and sand. I think that we made a mistake when we took that road, though it was rideable; and after the first two miles or so we found good roads all the way to the city, but did not know very well how to avoid the paved streets. My "Excelsior" cyclometer made the distance we came to the rooms of the Pope Manufacturing Company, $8\frac{1}{2}$ miles. We now took a stop of two hours in the city doing all kinds of errands, and met at the rooms of Cunningham & Co. At 6.45 we started home and rode together as far as Newtonville, where four stopped for a lunch, and the rest went on. It was full twenty minutes before they started on again, and then it was one long spurt till we caught the others at Natick, and the way Capt. Bean led us was not slow. We then rode together into Framingham, arriving there at 9.45, making the run fifty-four miles; but my ride to Quincy, and some I had to do after I got home, brought my cyclometer around to sixty-four miles, and Bean and Manson rode fully as much. We had many pleasant experiences, but I have not attempted to speak of them. W. D. WILMOT, Sec.

between them at the finish. Hillier also succeeded in winning the open handicap, and his time for the two miles (5 minutes 58 seconds) against a strong wind must be considered a very fine performance.—*Bicycling News*, 29 July.

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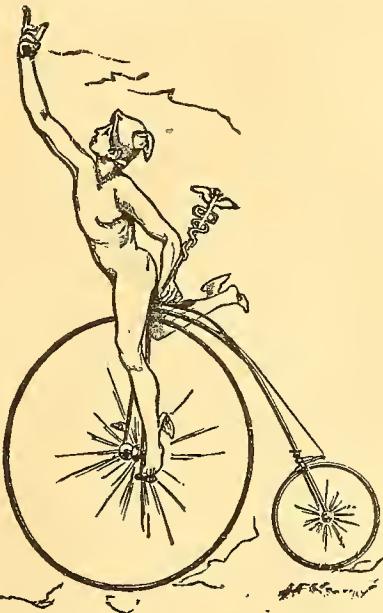
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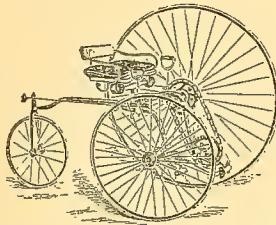
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