

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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CURRENTS CALAMO

'ARRY's bicycle operetta promises to "take."

ROLLINSON picks up Prince's mittens. Now look for lively pedalling.

THE New York Bicyclers' Ball in New York Monday evening was not a success.

NOTE the change in the advertisement of the Pope Manufacturing Company on last page.

OUR manufacturers and dealers report the prospects of a good business during the coming season.

THE Boston Bicycle Club enjoyed a pleasant musical and literary entertainment in its parlors last evening.

AN interesting letter from "Sixty," of Chicago, was received too late for this week's WORLD, but will appear in our next.

WE have three varieties of the new League badge now on exhibition and sale at the WORLD office, both silver and gold, with garnet and sapphire stones.

THE New York wheelmen are moving in the matter of having a union club house, with all the accessories; and we hope the project will soon take form and substance.

FRED. S. ROLLINSON is "doing" the Western bicycling towns and cities, with Mlle. Armaindo in company, and holds a tournament in Cincinnati this and tomorrow evening.

THE Boston *Courier's* bicycle man revises his statement that "so far as known," no regular physician rides the tandem wheels, under pressure of protest of a number of enthusiastic bicycling M. D.'s.

A GOODLY number of members and their friends were in attendance Saturday evening, at the Boston Bicycle Club rooms, to participate in or witness the opening of the handicap pool tournament for the championship of the club.

S. T. CLARK, recording secretary of the League, and Director Hazlett, of Portsmouth, were in the city a few days ago, and paid a visit to the Boston Bicycle Club, whose club house has become the headquarters for nearly all visiting wheelmen.

ARTHUR CUNNINGHAM is constantly lowering his record. We timed him one day last week, and checked him off in 3.58½. Frank Weston is getting quite excited over the matter, and declares he 'll shave the figure, or pedal a "Mustang" the rest of the season.

EVERY one is on tiptoe to see the first Expert. Brace up, Colonel, and relieve the strain. The Harvard, you know, is one of the best wheels in the market, and the Cunningham Company will profit by the delay, as our riders are preparing for the spring wheeling.

HER ROYAL HIGHNESS, the Princess Mary of Teck, through H. W. Eaton, Esq., M. P., has recently ordered a Premier double-driving tricycle, and that and one for the Khedive of Egypt were on view at the Stanley Club and Sportsman's Exhibition, which opened in London on the 9th inst.

THE plan recently adopted by the B. T. C. members, of holding district meetings, might be carried out successfully in this country by States. A thorough discussion by the members of the League in the various States would have an excellent effect, and do much to secure concerted action.

DIRECTOR HAZLETT has issued the Marine Bicycle Company's circular, by which it appears that one of those gallant cleavers of the briny can be purchased for \$90; and now, whether on the land or on the sea, you "pay your money and you take your choice,"—and either choice will be a good one.

MR. EDWARD STANWOOD, who has succeeded the late Mr. Goddard, as editor in chief of the Boston *Daily Advertiser*, is one of the pioneers of bicycling in this vicinity, having taken to the wheel four years ago, under the tutelage of Will. R. Pitman; and he has done the cause excellent service in many ways, by pen and person, since.

THE Institute Building track is in charge of J. S. Prince, who has a large stock of bicycles and tricycles in active service every afternoon for patrons to learn and practise on, and many avail themselves of so excellent an opportunity to use the best in-door track in the world. The scrub races there Wednesday afternoon were largely enjoyed by wheelmen and others.

WE are pleased to record the fact that the racing rules printed on page 58 of of the League Hand-Book, have never been adopted by the League, and are not official. This settles the question which arose whether Frye, Gideon, and others were not debarred from competing in the League races unless reinstated by the Board of Officers. The passage referred to reads thus: "Any wheelmen competing in races other than those held under the auspices of the League, or a League Club in good standing, will be disqualified from competition in future League races, unless this qualification shall be subsequently removed by the Board of Officers of the League."

THE *Cyclist and Wheel World Annual* describes the Massachusetts Club uniform as being composed of dark-blue breeches, stockings, and helmet. We always wondered why Parsons and Wilnot wore ulsters when on the wheel. The Marlboro' Club is even worse off than the Massachusetts Club, their uniform consisting of blue and gray stockings. Rather cool, to say the least. Ninety-nine American clubs are described in the Annual. Every secretary should

have the book for reference. The mistakes in description were probably made by the club secretaries in filling but the blanks which were sent to them by the editors of the Annual.

SINCE our leader on "Holiday Races" was put in type, the Boston Bicycle Club has adopted our suggestion, and has already begun preparations for one of the most brilliant race meetings that has ever been held in this vicinity. The events will comprise club, inter-club, and individual races for amateurs, professional races open to all, and probably a special race between the two claimants for the professional championship of America, John S. Prince and F. S. Rollinson, besides an exhibition contest between the champion bicyclienne, Mlle. Armaindo, and Messrs. Rollinson and Prince. The afternoon of Fast Day, which will probably be appointed for 6 April, is the time set, so that clubs and individuals will have ample time to prepare for competitions. We hope to be able to announce full details next week. The Boston Club will issue circulars to all clubs as soon as arrangements are perfected; and in the meanwhile let all who desire to participate set about their preparations, without waiting for official notification.

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PRICE.....\$120.00.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....\$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....\$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 9 Pemberton Square, Boston, Mass.



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, 24 FEBRUARY, 1882.

HOLIDAY RACES.

DURING the early part of the winter there were rumors of a projected bicycling tournament, under the auspices of one of the prominent wheel clubs in this city, to be held in the Institute Fair building. The expenses of the undertaking would be very large, and necessitate a strong guaranty fund to carry it out; and the chances of recovering the outlay rested on, not only the degree of popularity such an exhibition might obtain, but the uncertainties of weather as well: for the Institute building is unfortunately situated sufficiently out of the way of the regular street-railway lines to render it inconvenient of access in the evening; and although this would be partly remedied by the engagement of special cars, yet the general surroundings and conditions would deter many from attending on a stormy night, who might brave the elements to go to one of our more centrally located theatres or

halls. Whether or not the original project has been entirely abandoned, we cannot say; but in view of the fact that the races held there 14 January were decidedly unremunerative to the management, we are inclined to think that it has. Besides, it is now so near the end of winter, and within a month riding will be almost continuously practicable out of doors, it would be hardly advisable. Still, it will be late in the spring before either the tracks for the races or the weather for spectators will be favorable for outside contests; and we would therefore suggest that our annual spring holiday be made available for one good afternoon's tournament in the Institute building by the local wheelmen. We think it unfortunate that some provision of this kind was not made for Washington's Birthday. It is a legal holiday, occurs in midwinter, when out-of-door sports are confined to either skating or sleighing, and is just one of those days "when a fellow don't know what to do with himself" in the afternoon. Fast Day is somewhat similar in this last respect, although the weather is generally more salubrious and enticing outside; and it is this day which we wish to suggest as a good occasion for an in-door contest. Few except country people attend theatres on our holidays, and these principally in the evening; and a thoroughly announced and well-talked-of bicycle race on that day would almost certainly prove successful, financially and every way. There are six weeks intervening, which will allow of plenty of time for contestants to practise, so far as they can in winter, and not only can several brilliant club and individual amateur events be gotten up, but J. S. Prince's recent challenges also promise a chance for some exciting professional races with Rollinson, the Harrisons, Miss Armaindo, and others. Mr. Rollinson is coming here very soon, with the bicyclienne, and will doubtless be glad to avail himself of so good an opportunity to put Mr. Prince on his metal, and settle the question of American championship; and such a contest would attract wide attention, both here and abroad, and under the auspices of better weather and more perfect arrangements, it could not fail to prove much more popularly successful than the hastily planned affairs of last month. Being held in the afternoon and on a holiday, it would enable suburban wheelmen to attend in large numbers and

return home the same day; and if the roads were in ridable condition, many would come in on their wheels, and so add to the attractions of the occasion. The expenses of an afternoon entertainment would be comparatively light, and we trust the local wheelmen will see the desirability and feasibility of providing themselves and the community with so attractive an exhibition, and make an immediate movement in the matter, and announce it at an early day, that all racing men desiring to participate may have plenty of time for preparation.

THE Boston Club members will soon be called upon to compete for an elegant silver cup, to be raced for in mile handicaps; the cup to be awarded to the member winning it the greatest number of times during the year. We trust other leading clubs will follow their example and keep a careful record of the races, in order that the ability of each man and his comparative merit may be ascertained. Club racing is an excellent thing, and does much to relieve the monotony of meeting the same men in the same situation, as one is compelled to in clubs where the only vivacity is shown in club runs. A club, to be a benefit to its members, and offer inducements to men to join, must have more than one string to its bow. The successful clubs in the long run are those which offer to their members all bicycling pleasures, and pleasant companions for social meetings during the winter, as well as staunch friends and good riders on the road.

* * *

At present, only a few of our American clubs hold races for the championship, but we expect to see the number increase. The Manhattan's 10-mile club championship ought to be an interesting event, with close competition for first position. Considerable interest is also felt among our Eastern riders as to the result of the 20-mile Boston Club championship. Stall and Frye both being members, and the medal being a valuable one, the prospect of these two "flyers" racing for twenty miles would create more excitement than almost any other meeting.

* * *

As the number of riders who devote some of their leisure to racing increases, the need of handicapping is more apparent and essential, if we desire to save a repetition of last year's "hippodrome."

The methods adopted by well-known racing men to secure easy victories receive the condemnation of all who desire to see the popular interest in bicycle racing increase. Bicycle racing in this country has been free from many of the jockeying elements which make other sports lose their interest for the better class of people, and the desire of every good wheelman is that it shall maintain its prestige for cleanliness. The English method of running mile heats will compel our best men to meet each other or stay out of the race entirely. Whatever method is adopted, we trust it will result in more interesting races and faster time.

* * *

THE February *Gazette* of the Bicycle Touring Club has an editorial which, although written of the Touring Club, is applicable to the League to a great extent. The success of the Bicycle Touring Club is owing largely to its almost perfect system of consuls, and the manner in which its members avail themselves of them in touring. The editor speaks of the consuls and their value in this way:—

"The appointment of consuls or representatives in various towns to point out the 'lions' of the place to members calling on them; and to inform members, through an officer known as the chief consul, before starting on any proposed tour, as to the state of roads and other matters in their local districts,—it has secured the willing assistance of hundreds of gentlemen acting as consuls and giving every information to the 'stranger in a strange land.'"

The success of the consular system lies in the fact that members "do call" to obtain information and to have the "lions" pointed out to them.

* * *

Not so the members of the League, who, with the most extraordinary apathy and indifference to the League and its objects, visit town after town without even thinking of the consuls, who have been appointed for the very purpose of extending a helping hand and giving information and advice. In order to make the L. A. W. the success it ought to be, something more is required of members than the simple payment of a yearly stipend. The League does not propose and never intended to be an insurance or benevolent association, but simply to form a national organization to further the general interests of wheelmen, and to facilitate touring. These things the

League will do if its members will extend all their influence to secure the best results in their respective districts.

* * *

One cause of this indifference is, that visitors in touring usually call on some dealer to obtain what they otherwise would of the consul. These dealers, when unable to give their time to the entertainment of the caller, send him not to the League consul, but to some member of the club to which they belong, and who will advance the interests of the individual club rather than the League. The office of League consul is not intended to be a mere ornamental one, but one for real, hard, earnest work. The members of the League must exert themselves and create a demand for those things which are needed, to realize the objects of the organization. When this is done, the supply will be forthcoming and equal the demand, and the League will be a success and a benefit.

J. S. D.

How I Sling my Jigger.

As very few American readers subscribe to English wheel journals, and as fewer still have heard of the method invented and permanently adopted by Mr. E. R. Shipton, of London and Salisbury, England, chief consul of the Bicycle Touring Club, and honorary editor of the *Monthly Gazette*, as well as a member of many other clubs, including our own L. A. W., for conveying his bicycle over all parts of the country, for pleasure, when in his business as a commercial traveller, we reproduce an article, with accompanying cut, which appeared in the *Cyclist* last year. It is only needful to add: 1st. That the past year has seen a successful repetition of the same experiment. 2d. That the narrative is founded on fact, "Pioneer" Weston being personally acquainted with Mr. Shipton, who is perhaps one of the best known, etc., on the other side of the Atlantic:—

I am an unfortunate mortal! Not that I am by myself in the matter: there are plenty to bear me company, doubtless; but I am specially unfortunate, infernally unfortunate! If at school I showed a charming aptitude for cheating at marbles, "totting" up a big score at cricket, or punching my comrades' heads, I was no sooner proficient in any one branch of sport than some unlucky thing would happen to prevent my continuing it. I was either reported to the masters, bullied at home, or had the misfortune to be disabled by a broken arm, a black eye, or something equally inviting. And my ill luck has ever followed me, until at times I begin to wonder where all the silver spoons were when I was ushered,

"A being new, into this vale of tears."

I have got to accept my fate by this time with a kind of dogged indifference, a surly growl at my misfortunes being all that I vouchsafe to expend. I once had the fever! The fever, I said. Of course you know what I mean? I went deliciously, delightfully, deliriously mad with the "boneshaker mania"! Horrible disease! Did you ever have it? If not, how shall I describe it? A fellow wants to ride everything,—stools, chair backs, walking sticks, the poker; in short, anything he can bestride that puts him in mind of the source of his malady. I got better after a time, but the effects still remain, and I am totally different to what I was before I took the infection. Doctors have given up all hopes of my ultimate recovery; and although I joined several clubs for the sake of the advice I am supposed to receive gratis from the staff, I am "about the same" still. You won't want to be told that with my customary ill luck, I met with all sorts of obstacles when once I possessed a jigger; I don't mean obstacles on the road, though I have seen a few of these, but many and divers things to prevent my getting half as much fun out of my two-wheeler as I imagined. Breakages innumerable, want of time, and worse still, want of "the ready," often militated against it. I struggled on, though, in spite of many difficulties, and for some years managed to spend a passable time of it; first on a magnificent 34-inch, and afterwards on the improved machines which followed. A climax came! I had to turn out from the office and join "the noble army of martyrs," "the commercial men. Oh, how I grieved! not at the necessity of my coming into closer contact with shrewd men of the world, ever on the lookout for a "cheap line" (I fancy I had cheek enough even at that time), but I must give up bicycling! Horror of horrors! but there was no help for it,—absolutely none! Instead of bowling along on my spanking 50-incher,

"Wherever fancy listed,"

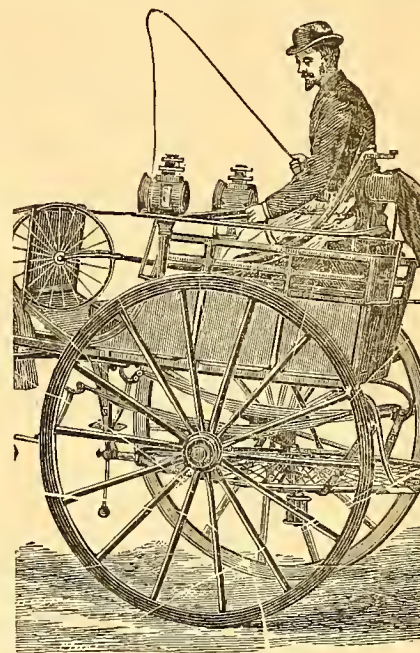
I was a continued roamer over more perfect roads; but on the back of a demon, the railway train! At this time my bicycle rides were "like angels' visits, few and far between"; but for once my luck changed, my star—if I ever had one—was in the ascendant. Circumstances required that I should drive all my ground by road, and the new arrangement not only gave me more leisure, it contributed greatly to my comfort as well. No more rushing for trains, waiting for cabs or "busses! I was free to start and stop whenever I pleased, whilst an innate love for the "noblest of animals," and a thorough knowledge of its proper manipulation, instilled into me from early boyhood, added to my delight.

Thus matters continued, until one day I had a "happy thought!" Did you ever have a happy thought? If so, "how you must have suffered"! My happy thought was this: Why can't I take the jigger on my journeys? No

sooner said than done. I wrote home for my "53," and the next day found it waiting at the station. A good long ride in the evening seemed to put new life into my debilitated frame; it changed my whole being, and for once I felt happy. The next day the dose was repeated, and I got to like the physic to such an extent that I wanted to take it "three times a day." Moving forward to another part of the country, my machine went by rail, and in this way I obtained many a delightful spin in the most romantic regions. But the star went down again, and I seemed to have lost sight of it forever. What was the matter, do you ask? Let me whisper, for it is not generally known: the railway companies, the public benefactors again *doubled* the rates for carriage, and what had been feasible before was now almost impossible. Are you good at figures? See if I am right. Average five shifts a week, at 3s. 5d., 17s. 6d. Rather an expensive luxury, you will say, when cost of machines and all other extras were taken into account! So thought I, and I began to consider if the game were worth the candle. I was in deepest thought, a real quandary, when all at once I heard of the "Carpet-Bag Bicycle." I made a rush for it! I made several rushes, and thought I had discovered the "philosopher's stone"; but alas! my hopes were blighted, and again I was plunged in the slough of despond. I had made several critical examinations of the new idea, but a knowledge and intense love of mechanics—perhaps above the average—prevented my purchasing what I then saw must be a failure; highly ingenious and clever, but a failure nevertheless. That I was right in my surmise is, I think, proved by the fact that the article in question never sold well, and its reputation went out like the snuff of a candle. Second chapter of quandary! I had another happy thought! Why not carry the machine under my phaeton? The idea was intoxicating, and I was madly eager to try it. I disconnected the backbone from the head piece, and laid it, with the little wheel attached, on one side, to be dealt with when the greatest problem, the carrying of the large wheel, had been duly solved. I first tried to introduce the latter between the body and the springs of the dog-cart, but this was impossible. I next assayed hanging it up by strong cords under the axle, with the handles projecting behind. It seemed as though I had solved the mystery! I sent in hot haste for an "artist in leather"—neat name this for a saddler, eh?—to make a set of straps to take the place of the cords, and in a very short time they were ready and fixed in position. It only remained to harness my horse and see if everything was in order. But I was baffled again! for on holding up the shafts the bicycle handle was pressing heavily on the ground, and once more the thing was impracticable. "*Nil desperandum*" is a very good motto. I took it for mine, and after repeatedly trying all sorts of dodges, I at last put

the handles round in front; and before having another set of straps made,—for I was buying experience, as we all do at some time in our lives,—I had the horse "put to" again for a second essay. I walked, trotted, cantered, and galloped the animal, to see if in any of his paces he could reach the machine with his feet; but I had the intense satisfaction of finding that in spite of all his efforts, *he missed the handles by about two inches!* The backbone (with the little wheel and saddle in their original positions) luckily fitted up in the front of the dog-cart without any tying, as though it had *grown* to the place; and I had just as much room to take up a lady passenger, if needful! Now for more straps, and a thorough and practical trial on a journey. I slept lightly that night, and had horrible dreams of being sadly wounded, nearly beaten to death, and being found in a state of semi-unconsciousness on a lonely road by some foot passengers, who were vainly endeavoring to divine how much was horse, how much was man, and how much was bicycle. I have reason to believe that a "Welsh rabbit" was responsible for such a horrid vision; at any rate, I awoke the next morning and found "the arrangement" just as I had left it. I was anxious to make a start; so, eating a speedy breakfast, I got under weigh, receiving as a benison the good wishes of the ostlers, who had hardly seen my back receding ere in the distance they set up a shout of laughter, whether in amusement or derision I cannot determine. "Let those laugh who win," thought I; and I am happy to say I won. Without the slightest hitch or difficulty the whole machine journeyed the twenty miles to the next town, where I stayed on business, and on detaching it no harm whatever had accrued to any part. Thus for the next few months, by merely cutting my trusty "53" in two, I carried it over all parts of the country, often utilizing it for business, as well as for pleasure. About this time I was having a new mount built to special order, and I wanted to spring to fifty-five or fifty-six inches; but unfortunately the space between my phaeton wheels would only admit a "53," and even then there was not a barley-corn to spare. I was in a fog again, but another happy thought came to my relief! "Why can't I cut the axle of the dog-cart in two and lengthen it by putting a piece in the middle?" The thing was feasible, and I would do it. Accordingly, off came the wheels, and in a couple of hours the job was completed, and they were back in their places again. I could now carry a "56" as readily as I formerly conveyed a "53." In this way, for two seasons, suspended as will be seen by the illustration, I have conveyed my "jigger" over every conceivable kind of road, at all rates of speed, without meeting with a single mishap from first to last. Nearly 5,000 miles have been covered in this way, and yet at the end of this my "bi." has not a loose spoke, and it is as true on the

rim as when I started. This speaks volumes for the quality of the workmanship and material employed in its construction;



for, suspended in the way shown, by straps hanging from above the springs of the carriage, the rim of the bicycle wheel has to give way to every obstacle and regain its original position afterwards. Every projection in the road, which causes the springs of the dog-cart to play to the extent of an inch or more, causes the bicycle wheel to "give" in little proportion; for the fluted forked fork sides press tight against the axle of the carriage on a cross block provided for their reception, and the straps stretch little or nothing after long wear. Five minutes will at any time suffice to attach or disconnect the machine and put it ready for riding; and with regard to the drawback (the only one I have experienced) of getting the wheel dirty in muddy weather, I solace myself by thinking that if I sent the machine by rail, I should get it in a similar plight by riding it to and from the stations.

The remarks my peculiar luggage calls forth are sometimes most amusing. Often I overhear it said, "Look! see, he has got a new brake on this carriage!" or, "O Lor, what a rum philosophy!" Children are the first to recognize the "natur' o' the beast." A prying old cove will sometimes inspect the arrangement in the hotel yard, and after vainly racking his brains for a solution, will sidle up and whisper in my ear, "What might you have there?" I merely mutter, "Coffee grinder!" and the old gentleman toddles away, delighted to think that he has been "taken in" to my confidence. "So you drive tandem," a lady once said; "which may be the leader?" I replied, "They take it in turns, my dear madam; for

"Though often the bi. the *leader* is,
'T is always the *wheeler* as well."

Each Christmas day, as the years roll round, among the numerous toasts, "Cycling—the wide world o'er," is not forgotten; and in responding I cannot refrain from recounting the good behavior of my steed under such trying and unusual circumstances. Should the recapitulation have a charm or an interest for any of our "knights of the wheel," I shall be amply recompensed for revealing

HOW I SLING MY JIGGER.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Feb. 25. Boston Bicycle Club Handicap Pool Tournament. Monday evenings, "Whist." Friday evenings, "Chess."

March 1. Boston Bicycle Club regular monthly meeting.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

HARVARD BI. CLUB. — R. B. Moffatt, '83, has been elected captain, *vice* S. Williston, '82, resigned; H. Binney, '83, has been elected sub-captain, in place of Mr. Moffatt. The club is to have a dinner if twenty-five men agree to be present.

ABINGTON BI. CL. B. — At the semi-annual meeting of the Abington Bicycle Club, held last evening, the following officers were elected: Captain, Eben Fish; sub-captain, H. H. Pratt; secretary and treasurer, C. P. Faunce.

C. P. FAUNCE, *Sec'y.*

ABINGTON, MASS., 15 February, 1882.

RUTLAND BI. CLUB. — The club gave a pleasant and novel entertainment in the town hall, 15 February, consisting of exhibitions of plain and fancy bicycle riding. The club drills and fancy riding showed skill and practice on the part of all the members. Only two riders participated in the two-mile run, which was made in a little over ten minutes. The fancy riding on an English Shadow bicycle, by Prof. Brown, was the amusing feature of the evening. It consisted of burlesque riding on a clumsy, old-fashioned machine. Some good fancy riding was done by other members of the club. The exhibition closed with a "grand review," which showed each member riding in a different position. Each

member wore a button-hole bouquet which was presented by Mrs. Ross. There was a good audience present, and the applause was frequent and hearty. The hall was trimmed with flags, and on the east wall was hung an eight-foot bicycle wheel, in the centre of which was the club monogram. Music for the occasion was furnished by Rielle's orchestra. The uniform of the club is black trousers, supported by a white, blue-bordered belt, gray shirt with the monogram "R. B. C.," and black necktie. The membership of the club is: A. S. Marshall, F. W. Knapp, W. Ross, W. J. Bagley, Geo. D. Tuttle, E. E. Morgan, I. H. Francisco, F. T. Tyrrell, C. G. Ross; officered as follows: President, A. S. Marshall; captain, F. W. Knapp; secretary and treasurer, W. Ross.

STONEHAM BI. CLUB. — The second annual meeting was held Monday evening, 13 February, and the following were elected officers for the ensuing year: Captain, Homer Hay; sub-captain, George O. Bucknam; president, Harry Hersam; secretary, Frank H. Messer; treasurer, Charles Poor; club committee, the president, captain, and H. S. Drew. There was a large attendance at the meeting, every member but one being present, and there was much interest shown by all. The prospects are that we shall have some excellent club runs as soon as the frost is out of the ground. The treasurer's report shows the club to be solid, financially. We have headquarters that are both comfortable and convenient, are well supplied with papers and magazines, but the BICYCLING WORLD is the most interesting paper we have.

F. H. M.

STONEHAM, 18 February, 1882.

SHAWMUT BI. CLUB. — At a meeting of the Hub Bicycle Club, held this evening, the question of changing the name of the club came up for discussion; and after a lively debate, it was voted to change the name to the "Shawmut Bicycle Club." The meeting then went into an election of president and other officers for the ensuing year. Mr. Richard J. Jones was chosen president, and all the old officers were re-elected. We have a couple of "flyers" whom we hope to put in some of the races this spring and summer.

W. J. B. OXLEY,

Sec. Shawmut Bi. Club.

STAR BI. CLUB. — *Editor Bicycling World:* — The semi-annual meeting of the Star Bi. Club took at the Revere House, in this city, Wednesday evening, Feb. 15. After the regular business of the club had been attended to, the following officers were chosen: President, Frank J. Faulkner; vice-president, J. Horace Pope; secretary, Frank S. Winship; treasurer, Asa Barker, Jr.; captain, Walter O. Faulkner; first lieutenant, Washington Nelzard; second lieutenant, Albert W. Fuller; club committee, president, secretary, and Will E. Smith; bugler, W.

E. Alley. The next business was to dispose of one of Landlord Wales's best suppers; and we did it in good style; and here let me say a good word for Mr. Wales. He used us in a first-class manner, and I should say to wheelmen who have occasion to stop in Lynn, "Give him a call." I think he will use them well. After supper we returned to the parlor and had some singing and music; and the solos by Mr. Barker and Mr. Freeman were very much enjoyed, particularly Mr. Freeman's. There seems to be a good deal of interest in wheel matters, and all are anxious for the time to come when we can get out on the road.

FRANK S. WINSHIP, *Sec'y.*

LYNN, MASS., 20 February, 1882.

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.]

Concerning the League Meet.

Editor Bicycling World: — As a patriotic Washingtonian, I suppose I ought to lift up my voice in sounding the praises of this city as the place of places for the next League Meet. Not that Washington requires any advertising. Its streets and parks, its public buildings, its large hotels, its eminent men constantly on exhibition 'during the session,' without charge, the convenience and accessibility of all objects of interest to the bicyclist, and last, but by no means least, the absence of the shadow of a restriction upon the use of the wheel, are probably well known wherever the bicycle and WORLD circulate.

These very advantages may almost be considered arguments against a Meet here. The Washington riders certainly don't need, and apparently don't want the Meet. It can do them no good, for they enjoy already a bicyclic paradise; and the prospect of paying out considerable of the country's circulating medium, and getting in return a little cheap glory and a number of receipted bills, does not seem to have aroused any high degree of enthusiasm. Besides, there are only three League members in the city, — not a formidable proportion in a total of three or four hundred riders. The sentiment in the clubs (that is, the Capital Club, for the Arlington Club is dead, though not formally buried) seems to be in favor of Chicago, although the members don't for a moment suppose that the powers that be would consent to the selection of that city. The wheelmen there seem to be enterprising and active; a Meet would be of substantial benefit to them in influencing public opinion; their boulevards afford admirable parade facilities, and their hotels unlimited accommodations; and while there would be fewer New England men present, consolation for that affliction might be found, to a certain extent, in the fact that the Meet

would have the representative character it has hitherto lacked. I don't advance the preferences of the Capital Club as an argument entitled to any weight, because it is not a League Club, and hence would have a very inferior seat in the synagogue among the non-League clubs in the fifth division; but all bicyclers are brothers, and the Capital Club will send a delegation to Chicago, and not by rail either.

Setting aside (as was done last year) the recommendation of the Committee on Meetings, as entitled to no weight, the Board of Officers will have to choose between New York, Philadelphia, and Chicago. The lack of enthusiasm usually found in New York wheelmen (League races for instance) is a strong argument against them; not so strong, however, as the inaccessibility of their city, and the tyrannical restrictions of the authorities. New York is completely out of the question. I for one must beg to decline a repetition of an experience I once had in New York when transferring a bicycle. I forget how many spokes the expressman managed to break, but it was an appreciable quantity. Between Philadelphia and Chicago there is very little to choose, as far as facilities, accommodations, and accessibility are concerned. Philadelphia would suit Washington wheelmen admirably, geographically considered, but that is not the only consideration. The East has controlled the League long enough; isn't it time to give the West an inning? JUSTINIAN.

WASHINGTON, D. C., 12 February, 1882.

Pawtucket.

Editor Bicycling World:—The largest town in the country is not behind the times, and adds another organized body to the army of wheelmen. The Pawtucket Bicycle Club was formed last November; and although numbering a little less than a dozen "veteran" riders, we expect to be re-enforced when the balmy days of spring give thoughts of outdoor recreation. The officers of the club consist of a president, captain, secretary, and treasurer. It lies in the power of the captain to appoint a sub-captain when he deems necessary. Our constitution also provides for a vice-president; but with the present membership, such an officer is not needed. I must not forget to describe the club room, or rather rooms; for in the size of our quarters do we justly pride ourselves, occupying the whole of the third floor in the Dorrance Building on Main street. First, fronting on the business street of the town and nearly opposite Dispeau's (a place well known to the Providence boys) is the parlor, convertible by folding doors into one or two rooms as may be desired. Next is the hall (formerly occupied by a lodge of Odd Fellows) where when "snow blows," we mount the steel. Here also our treasurer experiences "headers," "siders," and other evolutions in his endeavor to master the wheel. At the farther end of the hall are the ma-

chines, — first a 48-inch Pacer, the property of the man who furnishes coal and wood at reduced rates, better known as our president. This gentleman will ride a 57-inch Expert the coming season. Next is the captain's 53-inch Viaduct, a beautiful machine and highly prized by its owner. Various colored ribbons, prettily arranged about the head, indicate that "Fred" is a favorite with the "fair ones." No. 3, a 48-inch Spécial Columbia propelled by "Ben," our mechanic; a gentleman capable of making any slight repairs, and a most enthusiastic bicyclist. No. 4 is owned by "Frederick the Great," and is a 54-inch Columbia. Mr. B. will purchase a larger machine in the spring. Next is a 48-inch Challenge, the property of a Mr. Easterbrooks, an unattached wheelman, but we hope to count him in ere long. No. 6 is a Spécial Columbia ridden by the secretary. No. 7, a 54-inch Columbia, belongs to the treasurer. "Will" finds his steel horse a little "mulish" yet. Next is a 52-inch Columbia with home-made double forks. Were it "not for Joe" we would be obliged to have our nickel-plating done out of town. No. 9, last but not least, a 48-inch Standard Columbia, which "Charles" hopes to replace with a larger machine this year. Adjoining the hall are two more rooms which are not used by the club. During the winter we have had many callers, prominent among whom were Messrs. Hayward, Livermore, Gramont, and Handy, of the Providence Club, and several Lonsdale boys, whose names I have forgotten. We are all anxious for a spin on the Swan Point road, and meet our neighbor bicyclists of the Hermes and Providence Clubs. Our uniform will probably be dark blue throughout, and polo cap with "Pawtucket" in cardinal on the front. THE SECRETARY.

Cleveland.

Editor Bicycling World:—We have had charming weather here lately, the mercury not going below forty-five degrees for over a week, the sun shining all the time, and the consequence has been to bring the riders all out doors, — a number of the men having commenced riding to their business.... The bicycle school has been doing very well lately, it having turned out lots of riders and a large number of future purchasers.... A few of the club are always at the school trying fancy riding, and the other evening while some of them were trying the vault, a man came into the hall, and after watching them for a moment, asked one of the attendants for a machine; and being asked if he could ride, said "yes," and a machine was handed him. He stepped out into the middle of the room, and having seen every one vaulting into their machines, supposing that to be the way to get on, gave a terrible leap into the air, and landed — on his head. He picked himself up a "sadder and a wiser man," as the saying is, and then allowed an instructor to show him how to wheel.

... Several riders in the city have been thinking about buying marine bicycles, so that they can navigate the streets here after a rain; the streets here must be seen at that time to appreciate the above. ... Our papers have been giving space lately to notes on the wheel, one Sunday paper devoting a column every week to it, headed "Bicycle Spokes." ... The ignorance of some people about the bicycle was well illustrated a few evenings ago by a reporter on one of the papers, who was sent up to the hall to get some news about the bicycle; he buttonholing one of the members of the club, asking him if every rider rode the same sized machine? if the club made every member ride the Columbia? if the rubber tires were put on to ride in the hall? and other equally foolish questions. Since the club have taken to fancy riding, the steps are disappearing from many of the machines. A. T. WHEELER.

CLEVELAND, OHIO, 17 February, 1882.

The League Meet.

Editor Bicycling World:—As the time for our Annual Meet approaches, League men are more or less interested in the discussions and proceedings relative to that very important event. I am no exception to the rule, and therefore I will trespass upon your time, and ask the indulgence of your readers to submit my opinions, in the hope that they may be championed by some one in authority.

I believe it is only justice to our Western membership to hold the Meet at some place convenient to the majority of riders. Chicago offers facilities superior to those of any other city in the United States with the exception of Boston; and besides, has about three hundred wheels. This number, supplemented by the riders in neighboring cities and towns, would make even a larger parade than at Boston last year.

Those Western folks are known the world over as never doing anything by halves; and wheelmen, strangers in the city, would be certain of a hearty welcome and a good time. The Meet held at Chicago would, I think, give greater satisfaction to the majority of fair-minded members than if held at New York, with no place to parade; Washington, with no League membership; or Philadelphia, — evidently not desiring it. Therefore, why not Chicago? On account of the distance? Western members complained of that last year, and is it anything more than "tit for tat" that we should "eat what is set before us"? Eastern wheelmen could, to a great extent, club together and, chartering sleeping cars, spend two days travelling in jolly good company, to mutual advantage. What do you, reader, think of it? Do you shake your head, compress your lips, and say "No"? To such, I would advise "communion" with self, with a view to banishment of selfishness. "I think it a good scheme!" Then do all your power to further it. M.

SUSQUEHANNAH, PA., 18 February, 1882.

Poughkeepsie.

Editor Bicycling World:—Thinking perhaps the long-continued silence on the part of your correspondent here might be construed by your readers to mean something serious, I would state for their edification that so far as bicycling is concerned, we are not dead,—only sleeping. After worrying through a month or six weeks without a single ride, a few of us hired a small hall (thirty laps to the mile), and for a few days we were quite an enthusiastic company of wheelmen. But the course of wheeling, like that of true love, it seems, is fated never to run smooth; for no sooner had we got to rights and fairly begun to enjoy ourselves, when complaints from the other tenants of the building came pouring in upon the landlord, and we found to our surprise that a great and wonderful change had taken place: these bicycles, which until now had frightened everybody's horses by being so noiseless in their movements upon the roads, when taken in-doors were found to be extremely noisy; and so much were the other tenants disturbed by the "racket" that they threatened to leave unless we did. Finally it became so unpleasant that we, thinking the controversy would injure bicycling more than the riding would do us good, gracefully retired from the field. It is a wonder to me that bicyclers are not a more misanthropic set than they are, for surely they see human nature in its most unattractive aspect the greater portion of the time.

Tuesday evening, the 7th inst., was the time the annual meeting of the Poughkeepsie Bicycle Club should have been held; but as only two members appeared and it requires five to constitute a quorum, no business was transacted. This club sleeps very soundly, not having had a meeting of any kind since September. Perhaps it is just as well for the bicycling interest if it never wakes, unless it resolves to make a more creditable showing than the record of last season. But they should not be judged too harshly. I cannot help contrasting the situation now with that of a year ago, when there was quite a bicycle "boom." We had a riding school, and everybody expected to have a machine. Perhaps it is unnecessary to add that some of the expectations did not "pan out" well. Now, outside of the few wheelmen, there is little interest and no enthusiasm whatever. Possibly the interest will revive when the season opens. I sincerely hope so, at all events.

I read with considerable satisfaction the article in last week's *WORLD*, urging buyers to get machines which are large enough. A great majority of the riders, taking the tables given in the catalogues as their guide, are riding wheels altogether too small for them; they find it out when it is too late, and it is paying rather dear for the experience, as a machine after a few miles' riding will rarely bring more than seventy-five per cent of its cost. If the parties who sell bicycles

purposely print that table knowing it calls for too small a wheel (and it seems they must know it) so as to force buyers to learn by experience, and thus make greater sales, it seems to me rather small business; and the sooner they "tumble to it" and revise that table, the more the purchasers will think of them. "B.'s Bugle" expressed surprise at not seeing any wheelmen in the towns through which he passed. I would state that if he saw no wheelmen in Poughkeepsie, some of them saw him as he passed up Main street, but he appeared to be in such haste to get somewhere that it looked like a pity to stop him, so we let him "slide" without making ourselves known. The ground in this vicinity is covered with snow to the depth of several inches; more is falling as I write, and I think perhaps it will be as well for me to bring this letter to a close, for it is "up-hill" work to write about bicycling when you are absolutely starving for a ride, and know it will be weeks and possibly months before you will be able to get one. G. W. H.

POUGHKEEPSIE, 19 February, 1882.

La Harpe, Ill.

Editor Bicycling World:—Perhaps some one would like to hear from this quarter, so I will say a few words. Bicycling here has not been very progressive. We have about a dozen riders, but only two or three machines, and they wooden ones. The outlook for the sport in the future is good, however, as those who have machines seem very enthusiastic. The streets are more muddy and rough than the country roads round about, and the sidewalks are of boards laid lengthwise, and full of cracks. Yet in spite of these drawbacks, we keep up considerable interest by riding the country roads and the centre of the railroad track, or coasting down hill in some pasture. I intend to purchase a first-class steel machine next month, and think several others will purchase machines of some description this spring. There is an ordinance in this place against the use of velocipedes; but even if applicable to bicycles, it has been a dead letter so far. We are gaining the good-will of the people, and hope that the sport may increase rapidly.

CHARLES DURYEA.

LA HARPE, ILL., 9 February, 1882.

[Hard lines these for the La Harpe riders. Wooden wheels, wretched roads, and cow-pasture coasting! Heavens! what plucky men these be! And yet there are men who inveigh against some of Boston's suburban roads.—EDITOR *WORLD*.]

Pseudonyms.

Editor Bicycling World:—What one of your readers has not noticed in every issue of the *WORLD* such *nom de plumes* as Kol Kron, Ixion, Practical, Cyclos, Steno, Relcycib, Meteor, Kanuck, Crookshanks, Æolus, Bucephale, Telzah, Reckless Three, B., 626, or some other device for concealing the identity of the writer? By careful inquiry, some of us have been able to ferret out the *real* name belong-

ing to the persons using the principal or better known masks; but we have not been so fortunate in all cases. Now, who has read "The Lake George Region," by Kol Kron, before he knew who that personage was, and then reread the same article after he knew that Kol Kron was Mr. —, an enthusiastic rider of the bicycle, and an advocate of white flannel and nickel-plate, and not had more enjoyment in reading the article, and more interest in his haps and mishaps? Again, in the discussion about tires, "B.'s" arguments had more weight with me because I knew who he was, while some of the others I did not know. When writing reports of club runs or excursions, why not sign the writer's name instead of some unintelligible *nom de plume*? I wrote once over the name Reckless Three, in writing up "Midnight Meanderings K. Bi. C.," in which place I think a *nom de plume* would be admissible if any place; but I cannot defend it even there. I think it would give a higher standard of reliability to the world (outside of bicyclers), if there were no anonymous communications published. Of course the editor has the full name and address of each person writing for the paper, but of what advantage is that to outsiders? You say, perhaps, the *WORLD* is a paper for bicyclers. So it is, but it is also a paper to *increase* bicyclers; and where must that increase come from, save from *outsiders*? I think you should at least give the editor full liberty of publishing your name in connection with articles of your writing, if he allows their insertion in his paper. But if some *nom de plume* must be used, why not use the initials of your name, or better yet, your L. A. W. number? Then, if some of the curious want your name and address, all they have to do is take the League Hand-Book, look over about one thousand or more numbers, and he is sure to find it. But, says some one, "All of us are not members of the L. A. W." All I can say to them is, *You all ought to be*. Some writer may say, "I use a sort of a *nomen et omen*." Well, such names as Cycium, Cyclos, Bicycler, *Bicyclist*, Bucephale, and Bluenose may be classed as such; but get the originals together, and you can only pick out one from the lot. Or see the names in print, and you could n't pick out any.

ORVON G. BROWN.

PITTSBURG, 18 February, 1882.

Bicycling in Europe.

Editor Bicycling World:—Permit me to thank you, as an English bicyclist, for the very excellent article on the above subject in your issue of 13 January. The facts throughout are most correct, and the only statement which is not strictly true is that to the effect that the champion bicyclist at the present moment is a Frenchman. As a matter of fact, the champion bicyclist is the amateur, Mr. George Lacy Hillier, and the professional champion is Howell. It is true that the Frenchman, De Civry, has de-

feated the English ex-champion Keen, but his (De Civry's) records are far below those of Mr. H. L. Cortis, of my club, and other amateurs. Your correspondent "V." while giving a very accurate idea of France as a field for touring, omits to say much of the good roads and charming scenery to be found in England; and I, speaking as a rider of nearly eleven years' standing, am convinced that such districts as the English lakes in Westmoreland and Cumberland, the Kenilworth and Warwick district, including the valley of the Avon, the wild beauties of the Trosachs, etc., in Scotland, the charms of our south coast, and the grandeur of Dartmoor in Devonshire, and the moors of Cornwall are not to be surpassed. Your correspondent's sketch of the manner in which bicycles are regarded in Germany is very faithful; I have done a great deal of touring in that country, and can indorse all he says. At many places in Bohemia and Austria, especially, where I have been, the whole population has turned out to see us depart, and forming a double row, has made us pass down the centre, as though running the gauntlet, cheering the while as they would for the Emperor.

I am surprised that more Americans do not bring their bicycles over to do some European touring. I have frequently met Americans on the Continent, and when, in the course of conversation, I have discovered that they were bicyclists, I have always urged them not to come to the Old World again without their machines: the mediæval glories of South Germany, including the cities of Nuremberg, Würzburg, Prague, etc., ought to be visited on bicycle, as only then can the interesting and ancient towns and villages which lie on the forsaken high-road be fully explored, and they are all well worth it. One New York gentleman whom I met on the Moselle, and I hope converted to wheeling, was Mr. White, Jr., son of the ex-U. S. ambassador at Berlin. I intend shortly to do a tour in the States.

CHARLES R. MADDOX,

*Hon. Sec. Wanderers B. Club,
Foreign Chief Consul B.T.C., B.U., etc.
LONDON, ENGLAND, 1 February, 1882.*

Stall's 1881 Riding Record.

Editor Bicycling World:—The following is my riding record for 1881, beginning 12 March:—

March. 15 days; 123 miles; longest day's run, 16 miles; shortest, 3 miles.

April. 28 days; 414 miles; longest day's run, 40 miles; shortest, 1 mile.

May. 24 days; 304 miles; longest day's run, 32 miles; shortest, 1 mile.

June. 27 days; 424 miles; longest day's run, 47 miles; shortest, 1 mile.

July. 25 days; 217 miles; longest day's run, 32 miles; shortest, 2 miles.

August. 17 days; 185 miles; longest day's run, 42 miles; shortest, 2 miles.

September. 23 days; 313 miles; longest day's run, 42 miles; shortest, 1 mile.

October. 18 days; 181 miles; longest day's run, 30 miles; shortest, 2 miles.

November. 14 days; 88 miles; longest day's run, 27 miles; shortest, 1 mile.

December. 15 days; 82 miles; longest day's run, 14 miles; shortest, 1 mile.

Total, 206 days; 2,331 miles.

Of the above, 1,483 miles were made on a 58-inch Gooch, as mentioned in last year's record; and the balance (849 miles) on a 57-pound 58-inch Harvard, with balls to both wheels and pedals, using 5-inch cranks the greater portion of the time, varied occasionally to 4½ and 5½. On the Harvard were ridden eight races, all firsts, including one 1½-mile, four 1-mile, one 2-mile, one 10-mile, and one 20-mile. The Gooch ran, while in my possession, 3,722 miles, and cost about 1½ cents per mile for repairs. The Harvard has been run 849 miles, and cost about half a cent per mile; this being mostly owing to the breaking of the ball-pedal pins (4), of which one pair was furnished by the makers, and 1 paid for the other (\$2.50).

W. W. STALL.

BOSTON, MASS., February, 1882.

Small Wheel Splashes.

THE Small Wheel realizes that wit, humor, and badinage need to be kept under careful control. We endure and expect the playful scratch from our cat's paw, but not her savage bite. The Small Wheel has no use for dentifrice.

SOME men there are who express much regret that a Driving Association will release its hold upon Beacon Park, and they forecast an end to out-door bicycle races in this vicinity. "Boy, where does this road go to?"—"It don't go nowhere, it stays here." Bicycle tracks are like cats; they like to stay at home. There is no case on record of a cinder track running away. If a track were to make tracks, it might 'tract attention.

A MANUFACTURER called his bicycle the "Star," and it has been Saturn by the bicycling fraternity ever since.

ONCE upon a time an ambitious bullfrog essayed a trip through the country. He knew that he would be more comfortable in the water with the little tadpoles, or resting luxuriously at his ease on the soft side of a rock; but he wanted to see the great big world, and he wished the lady and gentleman frogs to know that such joys were not denied to their kind. He made the journey, and although he labored hard, he had a good time. For many years after, it was a common boast among the lily-pad dwellers that frogs could go inland if they wished, for Big-Mouth had demonstrated the fact; and although few frogs make such journeys, they take delight in saying that it is not impossible. Southern riders are lost to the delights of riding through the snow.

A FRIEND of mine suggests that money would be saved to somebody, if the elevated-road project were given up and a distribution of bicycles and tricycles be made to dwellers in the suburbs. The man is an enthusiast, and he forgets that water-bicycles would have to be given to the East Boston and Chelsea men. This

would bring the expense above that for the elevated roads; and under the principles of political economy the project cannot be considered.

A MAN once invented a machine to peel a bushel of potatoes in two minutes. It was a good machine, and did all that was claimed for it. But when he tried to find a market he learned that nobody wanted to peel a bushel of potatoes in two minutes. I have talked with a man who wants to go at the rate of fifty miles an hour on a bicycle. He was in the Danvers Insane Asylum.

A LITERARY man who practises law once advocated, through the public press, the establishment of chain gangs to work on the roads; and when the gangs were brought out, he engaged the attention of an overseer, while a client of his slipped his chain and scooted. I have seen a lawyer that I would lend an X to, but he is dead.

AN Englishman has invented a machine in which he puts a brother of mine in front. He thinks two of a kind will be taken by the flush ones. If this man is not suppressed, "there will be too much of me in the coming by and by."

JONES reproved Brown the other day for committing what he thought to be a breach of decorum on the part of his friend, who was seen on the street eating an apple. Jones saw nothing out of the way in the pipe which himself was smoking, nor in the smoke which flew in the faces of those around him. Jones is the same man who complained that Robinson rode a bicycle on Sunday, but he saw no objection to his own horseback exercise on the same day. All of which goes to prove that the evil in a thing depends on how you look at it, and that there is a great deal of timber in the eyes of humanity that would be better employed in building charitable institutions.

I AM informed that a gallon of hub punch will transform any circle into a set of jolly good felloes. After that I will retire.
SMALL WHEEL.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—Will you kindly inform me through your columns as to the best route for a bicycle trip in England? I desire to visit Liverpool, Coventry, and London, and if possible, to make it on the wheel. I thought of going direct to Liverpool, thence to Coventry and London. An answer will oblige
JOSEPHUS.

NORFOLK, VA., 16 February, 1882.

["A Bicycle Tour in England," by A. D. Chandler, published serially in the WORLD about a year ago, and since in book form, will be of service, and if "Josephus" will address J. S. Dean, at this office, or Frank B. Weston, of the Cunningham Company, he may obtain much information; or if he will consult the files of the WORLD, he will find many accounts of English and Continental trips. — EDITOR WORLD.]

Editor Bicycling World:—In answer to "41"'s query in the WORLD of 10 February, I will say that Mr. Joseph Pollock, of this city, rode fifteen or twenty feet

on the front wheel of his bicycle. Time not taken; but a few minutes after, he was riding against time for a Doctor's office to get his index finger set.

"D. H. F. P."

VINCENNES, IND., 13 February, 1882.

Editor *Bicycling World*:—I wish to ask why the bicycle step is placed upon the left side? We walk on the left side of the machine when leading it, and it comes natural (to me at least) to mount by placing the right foot on the step. But the position of the step makes this difficult, so I am obliged either to walk on the right side when leading or to get on that side before mounting, both of which are inconvenient. Ought not the step to be on the right side, or better still, behind the backbone, so that it could be used for mounting from either side? Would like to hear from some one else on the subject.

SCRUB.

LA HARPE, ILL., 9 February, 1882.

BOOKS AND PAGES

THE CENTURY for March presents for its frontispiece a fine portrait of W. D. Howells, painted from life by F. P. Vinton (a member of the Boston Bicycle Club, by the way), and engraved by W. B. Closson. Among the illustrated articles, "From Morelia to Mexico City on Horseback" is a continuation of Mrs. Foote's interesting Mexican papers; "A Ramble in Old Philadelphia," by Elizabeth Robins, is excellent reading, and is illustrated by another prominent bicyclist, Jo. Pennell, of the Germantown Club; "Opera in New York" is the first of what promises to be a most fascinating series of biographical sketches by Richard Grant White of famous singers, and embellished with portraits; "The Black Bear," by Chas. C. Ward, will well repay perusal; "Some of the League Decorations" are illustrated and described; "A Danish Skate Sail" will be eagerly read by skaters everywhere, and will lead to practical experiment by many, and we think we have heard Director Hazlett, of Portsmouth, describe some of his own experience in this direction. Nor will the unembellished papers be slighted by the general reader; for besides the charming serials of Mr. Howells and Mrs. Burnett, and one or two short stories, "The Copyright Negotiations," by Sedgwick, "Has Utah a Republican Form of Government?" by A. G. Campbell, a long paper on Lord Beaconsfield, by James Bryce, M. P., and "Broken Banks and Lax Directors," by John Burroughs are timely and seriously suggestive papers; and the editorial "Topics of the Time" and other regular departments are full of matters of thought and interest. The Century Company, 33 East 17th street, New York.

Boston Amusement Record.

BOSTON THEATRE.—Mary Anderson. Next week, Ideal Opera Company.... BOSTON MUSEUM.—"Silver Spoon." Next week, "Butterfly Fever."... GAIETY THEATRE.—Sidney Clifford in "Othello," and "Richelieu."... GLOBE THEATRE.—Patience, "Howard Athenæum."—"Castle Garden" and variety."... PARK THEATRE.—Mr. and Mrs. McKee Rankin in "49."... WINDSOR THEATRE.—Joseph Murphy in "Kerry Gow."

MISCELLANEOUS.

Addresses inserted in this department, \$6 per year.

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

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

THE CYCLIST AND WHEEL WORLD ANNUAL is by far the best publication of the kind we have seen, and will be read with interest by such of our riders as are fortunate enough to obtain a copy. The work opens with the usual calendar for keeping the daily record of miles run. A list of direct routes from London and an analysis of some English roads form a good model for the compilation of an American road book. Besides several articles and stories, Henry Sturmev contributes an excellent paper on Monocycles, with illustrations both amusing and instructive. A complete racing record and gossip about racing men is an attractive feature, and a valuable chapter for reference. The work closes with a list of English, American, and foreign clubs, with description of uniform, etc., and the names and addresses of the secretaries. The work is printed on good paper, with colored cover, and presents an attractive appearance, and ought to find a ready sale wherever the wheel is ridden.

*ST. NICHOLAS.—The March *St. Nicholas* will be a favorite number with the young folk and with their elders as well; not only for the particularly interesting instalments of Eggleston's "The Hoosier School Boy," which details the hero's \$500 foot race, Mary Mapes Dodge's "Donald and Dorothy," and Kieffer's "Drummer Boy," but because of several other special attractions. Mr. Stoddard concludes his "Men and Animal Shows," and is almost as good as being personally at the circus. Mrs. Clement writes about the painter Titian, in her "Art and Artists," Celia Thaxter and Rose Terry Cooke contribute poems, Thomas Dunn English tells a charming fairy tale called "The Three Gifts," and there are a great many full as interesting short stories and verses; and the whole lot as so profusely and elegantly embellished with pictures as usual, and by the best artists in the country. The "Treasure Box" treats of the poet Wordsworth, and the "Letter Box" gives a full report of the Agassiz Association by the president. The Century Company, New York.

THE CHRISTMAS NUMBER of the *Bicycling Times* contains much interesting matter, both grave and gay, in prose and verse, and is capably illustrated. The Cunningham Company has it for sale at twenty-five cents.

Professional Challenge.

Editor *Bicycling World*:—The challenge issued in yours of to-day, by J. S. Prince, the would-be, self-styled champion, but his performances will not permit him, can now rest assured that he can have his coveted desire to his heart's content in the way of racing. I do not wish to receive any handicap from him, but will meet on equal terms for a 10-mile race, and the professional

championship of America. I will be in Boston in a short time (three weeks), and will cover any amount, from \$50 to \$100, that Prince or his backer may place in your hands as stakeholder and referee. I beg to say, that of late my engagements have been of such a nature that it was impossible for me to make any definite arrangement without doing financial injury to myself. At the same time, I have been most anxious to try conclusions. Whatever may be the result, the bicycling public cannot say I am afraid of him at any distance, from one to one hundred miles, and it is impossible for any one to do more than I shall when I do meet him, and that is, my very best. Trusting this will give Mr. Prince the desired satisfaction, I remain, F. S. ROLLINSON, *Professional Champion of America*. CINCINNATI, O., 17 February, 1882.

Challenge Answered.

Editor *Bicycling World*:—Having read a challenge dated 17 February, in the *BICYCLING WORLD*, issued by Mr. John Prince, of Boston, to all professional bicyclists of America, I see he offers to give me five miles start in a fifty-mile race. I will make a match race with Mr. Prince for fifty miles, if he will give me six miles start, which, I think, is a small handicap for a woman in so long a race, and I will make the stake from \$100 to \$250 a side, or the amount he mentioned in his challenge; race to take place in Boston inside of six weeks from date.

MILLE L. ARMAINDO,

Champion Bicyclienne of the World.

CINCINNATI, O., 18 February, 1882.

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

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A GOOD BARGAIN, 52-inch Special Columbia Bicycle, Full Nickel, with ball bearings, rubber and bone handles, tool bag, etc. Was new last August; is in as good condition now. Will sell for \$112. Address, BICYCLER, Lock-box 20, Mt. Vernon, N. Y.

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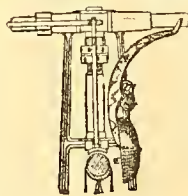
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The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches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

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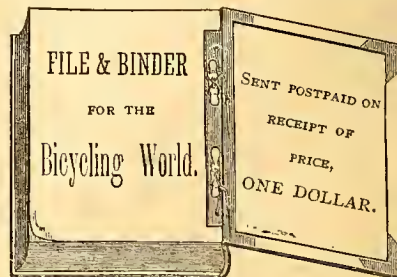
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The 'Cyclist and Wheel World Annual,
Edited by C. W. NAIRN and HENRY STURMEY.

— IT CONTAINS —

Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal English Racing Tracks. Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmev (Illustrated). Articles by all the best writers. The Complete Bibliography of Cycling, by H. Blackwell, Jr. The Clubs of the World and their Badges. Résumé of past season, etc., etc.

Nearly 300 pages. 500 illustrations. PRICE, ONE SHILLING. Sent post-free to U. S. A. for 30 cents, remitted by money order to

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WHEELMAN'S YEAR BOOK, ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.

No room in this advertisement for particulars, the attractions are so numerous.

Price, mailed free to U. S. A. \$1.00

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THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.

THE WHEEL, 75 Fulton street, New York.

KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.

DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.

WM. M. WRIGHT, 791 5th avenue, New York.

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A HIGH-CLASS MONTHLY MAGAZINE OF
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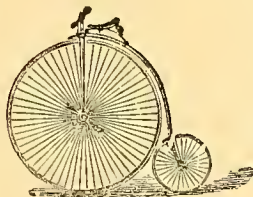
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COLUMBIA BICYCLES.

[Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
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