

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William G. Gilman, Editor.

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[VOL. V.]

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ADVERTISEMENTS

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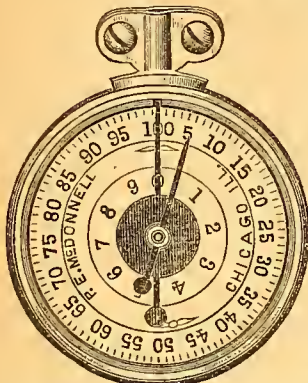
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It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

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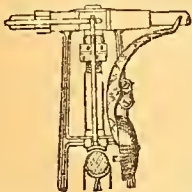
outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

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

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(Patented by T. S. Miller.)

The only lamp in the market that destroys shadows cast by tire and spokes. The flame will not blow out or shake out. The reflector and glass being as large as can swing in an ordinary wheel, insures a light of immense intensity, and removes all objectionable features to night riding. Illustrated descriptive circular sent free on application.

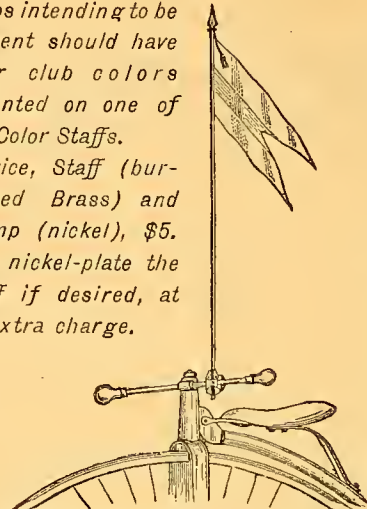
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FOR SALE OR EXCHANGE

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

FOR SALE.—A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price \$120; transportation free. Address F. C. BISSELL, Neenah, Wis.

FOR SALE.—A 48-inch Standard Columbia; run less than fifty miles; good as new; price boxed, \$70. Also a 54-inch Excelsior cyclometer, \$5.00. Address at once H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 52-inch Carver; all parts nickelled except wheels; ball bearings to both wheels; in perfect order; price \$100. Address CHAS. L. CLARK, 42 Bedford street, Boston.

FOR SALE.—A 48-inch Mustang, 50-inch Mustang, 50-inch Special Challenge, 52-inch Standard Columbia; all in use now, and in good running order; will sell low. PETER VALENTINE, Dunkirk, N. Y.

WANTED.—A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

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All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE BEACON PARK COMPANY will open the Bicycle Track at Beacon Park on Wednesday, Aug. 30. The Track will be let for Races and Training purposes. J. S. Prince will be in attendance. Training tickets for the season, \$5. Address THE BEACON PARK CO., 8 Pemberton square.

Second Annual Parade and Race Meeting

OF THE

MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen.)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (see) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, Hon. Sec.

THE Buffalo Express is "all at sea" about bicycling, as the following will show:—

An Express reporter was standing at the foot of Main street, yesterday, talking with an old "salt" just from below, when a tall young man came to the dock astride of a nickel-plated bicycle. The old man eyed the machine for a minute or two, and then turning to the reporter, said, "Say, shipmate, what sort of a craft is that?" The reporter told him that it was a bicycle. Just then the rider turned his wheel in a graceful curve across the street toward the tug offices, the sunshine glancing from the polished spokes, and throwing flashes of light in every direction. "Bicycle, hey?" said the sailor, "pretty spread o' canvas she's got, ain't it?" As the reporter assented, the bicyclist had got to the middle of the street on his return. Going slowly, he got a heavy jolt from the street-car track. The sailor smiled as he said, "Thought his cargo was going to shift when he was in stays that time. He'd a carried away his figure-head if it had, would n't he?" The reporter once more assented. The sailor broke off a splinter from a stave clipping and put it in his mouth, and as the wheelman took a turn close in by the freight-shed, the man of the sea looked him over carefully, and asked, "She can't charter for anything but telegraph poles, can she? 'Spouse she'd stand it with a cargo of pig iron on deck?" The reporter explained that a bicycle is wire-rigged, has iron arches, and when well made, was never known to be hogged or to open her seams, even when she got on a lee shore. The old man looked on musingly for a while, and then said, as the bicyclist started up the street again, "It may be so, shipmate; I don't dispute ye; but they're too crank for me to ship on. I've served as quartermaster on an India packet goin' round Good Hope many a time, but I never see as steady a hand on the tiller as that feller's got, a keepin' her full and by as she goes up street thar."

MR. J. CALKINS of the Chicago Bicycle Club, while riding in that city, was maliciously upset by a street railway laborer, who raised a rail across his path, at the junction of Clark and Washington streets, and he was severely injured, besides having his machine badly broken.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

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

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Arthur G. Carter, 4 E. 59th St., New York.
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 25 AUGUST, 1882.

THE TRICYCLE.

THE rapid increase in the use of the tricycle in England argues well for its popularity, and the accounts of long road rides convince one of its utility. Instead of being antagonistic to each other, the riders of the bicycle and the tricycle are friendly, and the latter bring into the wheel world a class of people who, by reason of sex, age, timidity, or other causes, would never have attempted the use of the bicycle. The tricyclist's enthusiasm over the beauties, benefits and capabilities of his machine has not been nurtured and increased by theory, but by the same practical tests which developed the use of the bicycle as a valuable means of locomotion, and an exhilarating and healthful method of exercise and pleasure. The bicycle, for pleasure, ex-

citement, and speed, will probably ever maintain its premier position, although some feats have been accomplished on the tricycle which skill, muscle, and endurance would be needed to exceed or even equal on the bicycle. The safety and carrying capacity of the tricycle makes it particularly desirable for extended tours where comfort is sought rather than excitement and speed. We welcome, then, the three-wheeler, as having a tendency to increase the popularity of all athletic sports of the purest and best character, and especially to enhance the interest of our own particular pastime.

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.]

KENTUCKY BI. CLUB.—At a meeting held 9 August the following were elected officers for the ensuing six months: A. Cornwall, president; Charles H. Jenkins, captain; W. Bird Sale, first lieutenant; B. G. Crawford, second lieutenant; John Adams and Benjamin S. Croy, guides; Clarence H. Jenkins, bugler; Gregory and Allison, members of club committee. A club race for September was discussed, but laid over for the next meeting. The club will be incorporated this month.

THE Missouri Bicycle Club, which seems never to be idle under its "pushing" president, Garvey, has issued an anniversary souvenir for 1882, in the shape of a large folding card, handsomely embellished with Lowell's popular steel pictures, and containing a list of the members and their mounts, records of notable club events, and a selection of bicycle songs.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio. League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

4 September. First annual parade and tournament of the Canton Bicycle Club, Canton, Pa. The following events will take place: Quarter-mile dash; half-mile dash; trick riding; one-mile dash; one-mile dash for championship of Canton; hundred-yards slow race; two-mile dash; five-mile dash. All races except the championship open to all amateurs. Suitable prizes for all events. Entries free, to E. L. Davenport, captain, Box 95, Canton, Pa.

5 September. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeonis Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

CONEY ISLAND, N. Y., 5 AUGUST.—

A six-days' professional bicycling contest took place at the Sea Beach Palace Hotel, commencing 5 August, at three o'clock P. M., and ending at 9 o'clock on the 10th. The terms were, that W. J. Morgan should ride six hours daily, and that Mlle. Armaindo and Miss Von Blumen should ride against him three miles each daily alternating every half hour. The race resulted in favor of Morgan, who covered 467 miles 8 laps (the track is a nine-lap one) to the women's 466 miles 2 laps. The scores were as follows:—

MORGAN.

	Miles.	Laps.
Saturday.....	71	4
Sunday.....	149	2
Monday.....	227	2
Tuesday.....	303	8
Wednesday.....	385	4
Thursday.....	467	8

MISS VON BLUMEN.

	Miles.	Laps.
Saturday.....	36	5
Sunday.....	76	1
Monday.....	114	1
Tuesday.....	150	5
Wednesday.....	188	1
Thursday.....	229	5

Mlle. ARMAINDO.

	Miles.	Laps.
Saturday.....	40	8
Sunday.....	81	1
Monday.....	116	2
Tuesday.....	155	1
Wednesday.....	195	8
Thursday.....	236	5

CONEY ISLAND, N. Y., 13 AUGUST.—

A most interesting bicycle race was held the 13th inst., at the Sea Beach Palace Hotel, the contestants being Mlle. Louise Armaindo and Miss Elsa Von Blumen, and the distance fifty miles. Mlle. Louise, before starting, expressed her determination to beat her 45-mile Boston record, which was 3h. 13m. 4s.; Prince, who rode against her, covering fifty miles in 3h. 12m. 38½s., making forty-five miles in 2h. 50m. 54½s. Mlle. Armaindo rode her first mile in 3m. 54½s.; five miles, 20m.; ten, 41m. 17s.; fifteen, 1h. 2m. 30s.; twenty, 1h. 23m. 14s.; twenty-five, 1h. 45m. 17s.; thirty, 2h. 8m. 20s.; thirty-five, 2h. 29m. 30s.; forty, 2h. 49m. 59s.; forty-five, 3h. 10m. 48s.; fifty, 3h. 31m. 14½s. She rode 14½ miles in one hour, 28½ in two hours, and 42½ in three hours. This is remarkable riding for a woman, and although it beats records in none of the distances, it is noteworthy as surpassing any previous open-air times in some of the last miles. Throughout the journey Mlle. Armaindo never left the saddle, and made but one stop in the fifteenth mile to have the bicycle oiled. Miss Von Blumen was not in any condition to go a long distance, but she made

eighteen miles and one lap in 3h. 30m. 55s., out of which she rested nearly half an hour. While on her fifteenth she had the misfortune to run against Mr. Morgan, the bicyclist, who was helping Mlle. Armaindo, and in the spill she hurt her hand severely, but pluckily kept on until time was called. Mlle. Armaindo rode 14½ miles in the first hour, 28½ in two hours, 42½ in three hours.

NATICK, MASS., 19 MARCH. — There were several bicycle races, in connection with other sports, held at Elm Park, Natick, last Saturday, the first, a one-mile event for a gold badge, being won by R. F. Stahl of the Boston Ramblers, in 3m. 38½s. A slow race of one hundred yards was next on the programme; and Chas. S. Howard of the same club won it by lingering along the track 1m. 42½s., and received a silver badge. The final bicycling event was a race of twenty-five miles between W. A. Norton and Dexter Leland, the latter being allowed a start of two miles. The scratch man won in 1h. 57m., Leland covering his twenty-three miles in 1h. 57m. 37s. There were a large number of spectators.

THE grand meet and parade of the Ohio wheelmen at Columbus, next Tuesday and Wednesday, promises to be a more brilliant affair even than that of last year.

CORTIS AGAIN BEATS THE RECORD. — The announced race for twenty miles between H. L. Cortis and the Hon. I. Keith-Falconer, in which both were to attempt to do twenty miles within the hour, came off 2 August at Surbiton, in the presence of about 1,000 spectators. Keith-Falconer, however, for some reason, retired during the seventh mile, while Cortis kept on, and, with the aid of good pace-makers, lowered his previous twenty-mile record over 11s., covering the distance in 59m. 20½s.

TWENTY-FIVE MILE PROFESSIONAL CHAMPIONSHIP. — At Leicester, 5 August, an exciting and close race for this championship was decided in favor of R. Howell of Coventry, in 1h. 24m. 15s., A. E. Derkinderen of Coventry 2d by half a yard, and F. Wood of Leicester third, close up. G. W. Waller of Newcastle, F. DeCivry of Paris, and C. R. Garrard of Uxbridge were the other competitors.

IN races at the Crichton Bicycle Club meeting on the Crystal Palace track, where Cortis made his twenty miles inside the hour, running against time, W. R. Adam of the Oxford University Bicycle Club won the final heat of a three-mile race, in 8m. 41½s., breaking the previous record.

IN the games of the Montreal Canadian Society, held at Montreal, Can., 5 August, T. C. Holden won a three-mile bicycle race against five other competitors.

W. M. WOODSIDE, according to the *News* correspondent, continues to win laurels in Ireland. At Belfast, 5 August,

he won one-mile and two-mile scratches, and one-mile and two-mile handicaps from scratch, the last two in 3m. 32s. and 7m. 28½s., respectively. At Ballymena, the 8th, he captured three-mile and five-mile handicaps, from scratch.

JOHN KEEN and F. WOOD competed in a twenty-mile race at Crystal Palace, 5 August, the former winning by barely a yard in 1h. 6m. 29½s.

ALBERT PIERCE (colored), of New York, won second place in trial heats twelve and thirteen (amalgamated) for the all England professional one-mile handicap at the Molineux Grounds, 7 August, by which he secured a position in the second round of trials. His time was 2m. 51½s., with 180 yards handicap.

JOHN S. PRINCE made a quarter-mile in 36½s., 20 August, at the Chestnut Hill reservoir, — flying start.

WE erroneously announced that the fifty-mile bicycle race under the auspices of the Manhattan Athletic Club will be held at the Polo grounds. It will be at the Club's grounds, corner 56th Street and 8th Avenue.

WILL R. PITMAN has been elected a member of the Bicycle Touring Club. Mr. Pitman is entered for the ten-mile race at the polo grounds, Saturday, 2 September, although, as he assures us, ten miles is not his distance.

THE *Wheel* says Keen and Vesey are coming over here in a few weeks, and possibly Waller with them. The same paper avers that Vesey intends to become a professional; but this we very much doubt.

PRINCE will be pushed for all he is worth next week (Saturday) at the Manhattan Polo Grounds, to overtake Louise Armaindo's three-mile handicap, provided she is in good condition.

WE understand that Burnham, the Newton bicyclist, who won the mile and a half straightaway at the 4 July races on Boston Common this season, will participate in the Worcester events of 5 September, and if the intimation of our New York correspondent "Gifford" is true, Will R. Pitman will have another chance to try conclusions with him.

WHAT lots of interesting events for wheelmen to choose from! Columbus meet, 28 and 29 August; Montreal races, 2 September; Worcester parade and races, 5 September; Buffalo tournament, 6 September; 50-mile race in New York, 9 September; Boston Club championship, 16 September; Springfield tournament, 20 September, and Philadelphia bi-centennial, 26 October.

MR. L. W. CONKLING of the Chicago Bicycle Club, who now rides a 61-inch wheel, tried a run of five miles against time Saturday afternoon, 12 August, the course being around the gallery of the Exposition Building, sixteen laps to cover the distance. His previous record was something over eighteen minutes. A

young man named Stevens set the pace for Mr. Conkling, taking three-quarters of a lap start. Conkling started at a quick pace and kept it to the end, making the five miles in just 16m. 12s. Efficient timers were present, and the sixteen laps made really a few feet over five miles.

CORTIS now has all the records from four to twenty miles, inclusive.

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.]

Bicycling in Belgium.

Editor Bicycling World:—Bicycling is not quite what it should be in this country, but that is possibly the fault of the "boys." All the roads are paved with the famous Belgian pavement, and such paving for bicyclers is enough to discourage any one of us. I am talking of Antwerp and vicinity; so don't make a mistake and call upon me to answer a series of letters disputing my assertion, as I am well aware they are good — for teaming.

The few wheelmen here do not seem to partake of our spirit for a long run, preferring to stick to the Boulevard; have never met one outside the walls. I stuck to the same track till I found that the old quotation concerning familiarity and contempt was really true; then I made up my mind on Saturday to do something the next Sunday. At nine o'clock (very early for Sunday) I started for the canal, determined to try a run on the dike; but unhappily for the machine and myself, got on the wrong side, — viz., the one used by tow horses. After a half-hour of bad riding I began to think the boys were judged too harshly, and the "judge not," etc., of my conscience was quite as good as a Sunday sermon.

All of a quickness I dismounted, and while unscrewing the broken spoke caused by the effect, was hailed by a boatman, who with much exertion made me understand that for ten centimes he would put me on the other side; I struck the bargain and went. The path looked good, but risky, the place I could take for riding being about ten inches wide, and then a steep slope of some six feet to the water. If the path had been in the centre I should have been happy, but decided to risk it. Mounted without accident, and after a short run got used to the position and began to enjoy it. Ran along in this manner for eighteen kilometres, the canal and the queer Dutch boats on one side, meadows and the scent of fresh hay on the other; passing every mile or two little bunches of houses that clustered close to the locks. The young ones at these places were a confounded nuisance, running after me, till, sick of their company, I was obliged to spurt away and leave them. At last I began to think of refreshments, and at

the next village stopped to take the favorite drink of the Flemish, — a little glass of gin and a large glass of beer. I assure you it is not — a temperance drink.

Axiom I. Sixteen kilometres with wind at your back is better than eighteen with wind ahead; so I concluded to run to Lierre, and take the train there for home. A good road and no water to fall into braced me up; perhaps it was the refreshments, — just as you say. The sixteen kilometres to Lierre was made in one and a quarter hours, and the curiosity excited was enough to flatter the vanity of any long-stockinged League man. From Lierre to Anvers by train, by which just missed a wetting by a shower that had been after me for half an hour. Made note: Good road and refreshments; try luck again next Sunday.

GRM. S. BELL.

ANVERS, BELGIUM, 11 July, 1882.

Hamilton.

Editor Bicycling World: — At a meeting of our bicycle club held 15 July, in the president's office, it was voted that the club join the L. A. W., and other important business was transacted, including arrangements for a run into the country and a picnic (unaccompanied by ladies), which latter event was successfully carried out one week later, and proved a most enjoyable affair.... A movement is on foot here and in other Canadian wheel towns to form a League of Canadian Wheelmen, and afterwards, possibly to try and effect an amalgamation with the L. A. W. under the style of the League of American and Canadian Wheelmen.

EUREKA.

HAMILTON, CANADA, 29 July, 1882.

Limited Club Membership.

A SERIOUS evil, which threatens the existence of nearly all bicycle clubs with a large membership, — say of more than twenty, — is the heterogeneous elements of which such clubs are usually made up. Every club man can call to mind instances where a few members, probably only one or two, have created endless discord and annoyance by their entire want of sympathy with the general tastes and tendencies of the club. There are few large clubs to-day which do not contain within themselves two or more rings or cliques, each trying not always openly, to control affairs as it thinks best. Our poor human natures are so conflicting, that many of us cannot very well pull together; and when the least opportunity offers, factions are certain to spring up, the members drawing apart into more select circles, as social ties, old-time friendship, rivalry on the racing path, or "elective affinity" may determine.

One reason for the unfortunate prevalence of these rings is the want of care in the selection of members. As a rule, the mere possession of a bicycle is a sufficient credential to entitle a wheelman to membership in a club; though why the simple purchase of a wheel

should entitle one to standing in a community, or assured compatibility of tastes, is not at once apparent. Other interests should be looked to. Social ties are the strongest in every community; and any organization which overlooks these in its membership is bound to suffer the consequent annoyance of cliques and rings. Bicycle clubs have too often had for their object the mere accession of numbers, — at least our Western clubs must plead guilty to this charge. The only remedy that seems clear at present is the formation of limited clubs, — clubs with a limited membership, say of not less than eight, and never more than twenty.

The advantages which a limited club offer are apparent on a moment's reflection. First and most important is that of a closer bond of union consequent upon more rigid scrutiny in admission to membership, members of a limited club having usually some other community of interest besides the bicycle, and a necessarily more intimate acquaintance with one another. In a club of this kind, — say of twelve members, — each person feels his own individual importance and acts accordingly. Meetings, runs, etc., are scrupulously attended by all, each member feeling his own presence to be necessary to the success of the affair. He recognizes the fact that he is one twelfth of the entire club, and will certainly be missed; whereas, when he constitutes but one fortieth or one sixtieth part of the club, the natural reflection is, Well, there will be enough without me. Then, too, in a limited club, each man does a fair share of the work, and hence is personally interested in every minutia of club affairs; while in a larger organization the work must fall upon a few, who are really imposed upon, the rest of the members hardly knowing what is being done from week to week. In cities where there are a large number of riders, how preferable it will be to have, say, instead of two clubs, with a combined membership of seventy, half a dozen limited clubs, averaging twelve members each! These six organizations would, by a natural system of friendly competition and rivalry, tend to keep one another up to the highest standard in riding, drill, dress, and general courtesy, and would increase the interest in bicycling manifold. If it be urged as an objection that such clubs would not be able to maintain club-rooms, racing paths, etc., I would say, Let all the clubs in one city unite under one management for such purposes. Just as the clubs throughout the country acknowledge allegiance to the League, so can the clubs in cities unite under one head in the use of club-rooms and racing track.

As the bicycle comes into more general use, and applications for membership to standing clubs increase daily, something in this direction must be done if pleasant club organizations are desired to be kept intact. The Milwaukee Bicycle Club has within it the Milwaukee Touring Club (limited), composed of twelve

gentlemen, whose "affinity" (as Goethe calls it) consists, I believe, simply in living on the same street. Similar experiments are about to be made elsewhere, and many Western wheelmen would be glad to hear, from one who has tried both organizations, the comparative merits of limited *vs.* unlimited clubs.

FAD.

CHICAGO, 5 August, 1882.

The Ideal Uniform.

Editor Bicycling World: — Please allow me a little space to put in my idea of what I call an "ideal" uniform. A uniform for a club should have individually a modest, and as a club, a striking and pleasing effect. In choosing colors, care should be taken to have such colors as are becoming to the complexions of the wearers. Now, as black or very dark shades, green, or blue are becoming to every one, let us adopt one of these and call it ideal; say black. The coat and vest also should be cut in a style so that the owner may wear it with pantaloons as a summer suit; therefore adopt each summer the summer style of sack coat as the uniform style. This will be great economy to the club men. Corduroy and velvet seem to be as much out of place on the bicycle as on the street; they are too loud. A man is conspicuous enough on the wheel without making himself more so by his dress. We have now got a coat and vest, say of black serge or chevrot. Celluloid collars and cuffs are the appropriate thing for the wheelmen. Breeches can only be worn when riding, so they may be of the same or a contrasting color to the coat. Now, Nova Scotia homespun goods seem to fill the bill; breeches made of this cloth are very durable; color is light gray, which makes a pleasing contrast to coat; it is not loud and does not show dust; may be washed indefinitely. A light black cord down the outside seam has a fine effect. Black stockings make the member of our body of which most wheelmen feel proud look small. They also creak the skin, unless made of silk, which are expensive, and therefore are not "ideal." Gray ribbed stockings do justice to the calf, so they seem to be right. Shoes of russet or black leather look very well; either I will call good, but patent leather "ideal." A helmet of the summer style made of black serge would be good; a pearl helmet cooler; but a polo abominable, and too law-de-daw for any use to wheelmen. The Boston Club cap, if there was a little more of it, would be "ideal."

Now what have we for a uniform? This is a digest of it: Boston cap,* or pearl helmet; coat and vest of black serge; breeches of Nova Scotia homespun; gray stockings; shoes, russet or patent leather; celluloid collars and cuffs. This suit is modest and attractive, is fit for gentlemen of all ages, is cheap; for the shirt, pants, hat, and stockings are the only extras. T. SQUARE.

CHICAGO, 6 August, 1882.

* The Boston Club cap is the coolest and most comfortable head gear we ever used while riding — not even excepting the lightest straw hat. — EDITOR.

Milwaukee.

Editor Bicycling World:—The Milwaukee Bicycle Club is still alive, although somewhat slow in its movements at present. Three of our members, "Bugler Birk," "Bony Fritz," and "Dutchy Herman," had a pleasant spin by moonlight last Saturday a week, to Waukesha, about eighteen miles, and spent the night, putting up at the Mansion House, and leaving next morning at nine o'clock for a run on the roads of Waukesha County. For about eight miles the roads were excellent, but after that, many unridable hills were encountered; but the fine views from the tops of these amply compensated for the walk-overs. Waukesha County has some of the finest scenery in the State, it being dotted with lakes, and having heavy forests as well as splendid farms. It is a favorite resort of Southern people, and is becoming more so every year. The wheelmen arrived at the village of Mukwonago in time for a substantial dinner, after which they proceeded to their destination.—Crooked Lake, near East Troy. This is a new summer resort, opened this year. It is one of the finest places in the county; the lake is full of fish, and the woods full of game. The hotel is new and built on an island. It has all the modern improvements; and one of the delicacies of the table is frogs, of which there is an abundant supply to be had from a pond kept for the purpose. There is also a nice little pleasure steamer on the lake of which our party availed themselves. After supper they started on their return, stopping for the night at Mukwonago, intending to remount at five o'clock next morning for their thirty-mile run back; but a rain during the night made the roads so bad that they concluded to take the train at a station eight miles distant. They had many adventures covering that eight miles, but reached it in due time, and arrived home, healthful, happy and hungry. The club is not doing much riding as a club, but individually there is considerable. Captain Hathaway is yachting around the great lakes, and Secretary Friese has recently taken a run to Madison. But the fall season is approaching, and with its advent the cyclers' spirits will brighten. HUB.

MILWAUKEE, 9 August, 1882.

About Cleveland.

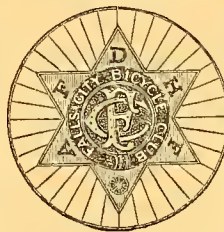
Editor Bicycling World:—Dr. Chas. P. Prunyn, president of the Chicago Bicycle Club, spent last Saturday and Sunday in the Forest City, and on Saturday, accompanied by one of the members of the Cleveland Bicycle Club, took a spin on our famous Euclid avenue to Wade Park, and after a short ride through its delightfully cool and shady drives, proceeded to Lake View Cemetery, where rest the remains of our martyred Garfield. After spending some two hours admiring the beauties of this "City of the Dead," we remounted and returned to the city via Prospect street

to Lake View Park; thence across the Viaduct to the West-side Circle, where we dismounted and slaked our thirst in the cool (?) waters of the fountain. From there we returned to 147 Ontario street, stabled our steeds, and sought a convenient bath-house. Although the doctor was obliged to cramp his long legs under the handle bar of a fifty-four, and notwithstanding the fact that the thermometer stood somewhere up in the nineties in the shade, he declared it was one of the most enjoyable rides he had had in a long time. Sunday morning was spent at church, and the afternoon in a stroll about our streets and parks until about four o'clock, when we wended our way to the wharf, and the doctor bade us farewell and boarded the steamer "Prussia," for Mackinac, where he will spend some few days before returning to Chicago. The doctor is a genial gentleman, and will always be accorded a warm welcome whenever he may favor us with a visit. REX.

CLEVELAND, OHIO, 9 August, 1882.

Louisville Notes.

Editor Bicycling World:—Your proposition to print the badges of the different bicycle clubs throughout the country strikes me as an excellent scheme, and I send herewith a cut of the Falls City star set in a wheel. The badge is of gold, and the exact size represent-



ed. The star alone forms the badge, the wheel having been added as a fancy of the engraver who made the cut. Being thus introduced to our colleagues through your kind medium, they will consider that we bow with all the deference due them as brothers in wheel, and our Goddess (who wears the club badge with becoming pride) will smile with such bewitching sweetness that some of the most susceptible must be excused if they take a sudden header into the arms of Cupid. I will therefore inform all such giddy youngsters that while our Goddess has a decided hankering after all lads who turn the wheel, her partiality for those of the Falls City, and especially our beloved president, is as immovable as the mighty rock of Gibraltar. So none o' yer tricks, young men!... A serious accident to an old lady, caused by a careless wheelman, awakened our city dads to the necessity of a dose of their parental restriction, and wheelmen of this city are now required to use bells at all times, and lamps after dark. The mildness of this ordinance was so unexpected that the boys forgot to kick, but rather congratulated themselves upon the possession of so much influence, the vote which made the ordinance a law having stood eleven to seven. ... Speaking of lamps, I wish to put in a claim for the best long-distance lamp

record. Leaving Louisville last Saturday night at 10.15 o'clock, the match was applied; arriving at Middletown, twelve miles, at twelve o'clock, an hour and an half was wasted trying to awake the hotel-keeper from his blissful slumber, but, failing, we remounted and rode three miles farther to another tavern, where at 2.15 o'clock the light was extinguished. During the intervening four hours the lamp burned without any attention whatever, and the light did not perceptibly diminish in volume. The lamp used was a large size Columbia, filled with three fifths lard and two fifths coal oil. I would like to hear from any one having a better record, the make of lamp and oil used to be stated; the test to be a practical road ride. Night riding is becoming very popular, and such discussion will tend to improve the bicycle accessory that is now the furthest removed from perfection.... Quite an amusing contest, and one that will prove of interest to wheelmen generally, has been going on in Louisville for some time past. One of our best roadsters, having been converted to the Star bicycle, sold his bike and ordered one of the much-abused variety, and became an enthusiastic advocate of its advantages as a roadster. The boys did not take kindly to the new wheel at first; in fact, were rather inclined to ridicule the whole thing, and dark threats of what would be done with the Star man when he was caught out on the road became frequent. As a consequence, every road ride in which the Star participated thereafter was a race, and the life they led that poor fellow was really shameful. Singly and collectively, our best and fastest riders tackled the Star man, and tried to pump the wind out of him; but he was game, and stayed with them wonderfully well, thus far neither party having gained a very decided advantage. In hill-climbing, practical experience has proved the two bicycles to be about equal, with slight odds in favor of the old style. On a down grade the Star takes the lead; although with recklessness characteristic of Louisville riders, necks have been freely risked to maintain the superiority of the crank machine. On a level road the rotary is still largely in favor, and is certainly the faster machine. As a result of this conflict, respect for the Star has greatly increased, and several orders have been turned in from this vicinity, with a number still lingering in an awful state of uncertainty. VEDETTE.

LOUISVILLE, KY., 11 August, 1882.

Cadiz Notes.

Editor Bicycling World:—As the subject of bicycle transportation charges is being discussed in the WORLD, I wish to state that the Pittsburg, Cincinnati, and St. Louis Railroad, running from Pittsburg to Columbus, and from there to Cincinnati, St. Louis, and Chicago, have "instructed their baggage masters to carry bicycles, as baggage, free, at the owner's

risk." This I learned from the manager of the line, in reply to a letter of inquiry. I have no trouble in taking my machine to any point on this road; but a rider here, who was not aware of this, paid one cent per mile for his wheel, while on a trip recently. I would therefore advise all wheelmen having occasion to travel over this line to procure a personal permit from the manager, James McCrea, of Columbus, or if the baggage master compels you to pay for your wheel, ask him to give you a receipt, and have the money refunded from headquarters. . . . The Expert is the favorite wheel in this locality. It is certainly a first-class machine, but its weight is, however, a very *heavy* point against it. A 52-inch full-nickelled one, complete with saddle, pedals, and tool-bag, weighs forty-eight pounds; without these, forty-five, which is three pounds more than represented on the catalogue. The Expert forks will compare with any in the world for strength, beauty, and stiffness; the head is rather small for such a heavy backbone and rear wheel, as the latter, even when running over smooth roads, seems to move along by jerks. The Columbia ball bearings, as applied to the Expert, are not so easy running as they should be, and if they were double balls they would be much preferred by all the riders here. Corrugating the backs of the cranks for pedal adjustment is a decided improvement, as are also parallel pedals over coned ones. The saddle springs on nearly all these machines made last spring were a great deal too stiff; but lately more attention has been paid to this point, and now the springs, when made to weight, are nearly equal to Harrington's "Cradle." The handles are of a nice size and appearance, but do not tend to absorb the vibration, as rubber handles should, any more than if made of wood, while they are continually coming unscrewed when riding up-hill. But taken altogether, and for touring purposes especially, the Expert is fully equally to any machine in the market, and finds favor wherever introduced. Its popularity here is due in a large measure to its great strength and rigidity, as few machines are stanch enough to stand the severe usage they must receive if ridden over any road in this vicinity, for we have really the most abominable roads in the country. They have not been smooth enough for comfortable riding since last October! and when they are in ridable condition, at least one third of our riding is up-hill. . . . A nickel-plated machine is much harder to keep clean than a painted one; for even here, five hundred miles from salt water, if mud be allowed to remain long on the fellos it causes them to rust. Nickel plate, when once tarnished, is exceedingly difficult to rebrighen. Water and whiting is probably the best compound for this purpose, but it is far from being satisfactory. "Lustro," so extensively advertised as a nickel-cleaning preparation, is of little or no account. . . . Cadiz will be represented at the L. O. W. meet at Co-

lumbus 28 and 29 August, by two, and possibly three, wheelmen. . . . We have a rider here who, holding the handles, can jump from the ground to the saddle of a 52-inch wheel, alighting on his feet and preserving his balance, and he is only five feet three inches at that.

CHAS. A. HANNA.

CADIZ, OHIO, 17 August, 1882.

New York Letter.

Editor Bicycling World:—The boom in New York continues; and from the usual weekly run of the clubs on Saturday (the 12th) last, which brought out Messrs. Carter, Fontaine, Egan, Oliver, Sanford, Sterry, and, of course the veteran Pitman, up to the day of date (19th), the week has been quite lively, and riders get thicker on our roads, which seem to improve from use, and help to bring them out in force; but it is during these pleasant evenings, ere the moon has reached her full, that you see the lights dancing by, speeding along the dimly lit boulevards, and coasting the divine hills of the Riverside. Out we come, from five to a dozen strong, and we reach the Lion Park at 110th street with scarcely a knowledge of it till we hear the bugle of Oliver winding, and we wish that we were his Roland, and the hill we are coasting Roncesvalles, — then beer.

The races at the Sea Beach Palace, at Coney Island, last week, were a dead failure, except in a pecuniary sense. Morgan, the Canadian champion, won (of course), after allowing the two lady riders, Armaindo and Von Blumen, a chance to aggravate themselves by getting in a mile or two behind. In fact, they disliked it so much that, woman-like, they tried to take it out of one another by trying conclusions in a so-called 50-mile race on Sunday. It can be summed up in a few sad words: a hot day, a hotter crowd, two hotter riders, and Armaindo ahead at the finish. The same management tried to get up what they called three races for amateurs, for five, ten, and twenty miles, respectively, and actually got the consent of the L. A. W. (where was the pull, I wonder?); but the consent of the great body of amateur riders (and their co-operation was sadly wanted) came not, — we "passed."

Will Pitman and Ben Sanford, both of the Ixion Bicycle Club, are in training. Sanford for the 50-mile race of the Manhattan Athletic Club, to take place 9 September, at the Polo Grounds, and Pitman — for what? Deponent saith not; but a whisper comes on the wind, and the riders in fair Massachusetts had better look to their laurels in the coming September events at Worcester and Springfield, or the old Bay State will mourn for medals which have taken to themselves wings, and have gone (South) "westward ho!"

Speaking of the Manhattan 50-mile race, at which New York will probably see a fair gathering of riders, our promising young racer, Frank Howard (Ixion) is kept from entering by family interference, it is said. They probably

think him somewhat young for such expeditions; wrongly, so *we* think, for he is a stanch rider, and would, without doubt, if allowed to enter, make a good showing, as previous events have proved.

Will Pitman has added to his already large ability for racing, by providing for it with a new racing Humber; and we agree in thinking that, if he did so well with a road machine in days past, he will certainly not lower his already fine record by fitting himself for the fray in full armor.

Arthur G. Carter has succeeded to the business formerly conducted by Mr. Wm. M. Wright, at 791 5th avenue, and is doing a fine and continually growing business at No. 4 East 50th street (N. A., no advertisement). The Ixion, Citizens, and Mercury Clubs are located in his building (the Ixion but lately), and the latter are now devoting their attention to their club-room, which they propose to make the envy and admiration of all beholders, and extend a cordial invitation to call to all visiting members from out-of-town clubs.

In conclusion, we can only express regrets that Capt. Bourne of the Manhattan B. Club was not chosen for the League consulship here; no one could have filled the position more worthily.

GIFFORD.

NEW YORK, 19 August, 1882.

Another Protest.

Editor Bicycling World:—Now that the vials of L. A. W. wrath are bursting upon the devoted heads of the committee on rights and privileges, let me add a bucketful from an opposite end of the State. The "manifest injustice" to the voters of Marblehead constrain me to protest also against an unkind discrimination towards *twenty-one* ballots thrown by the Worcester Bicycle Club. In both cases the informality consisted in attempting a labor-saving policy in the exercise of the divine right of suffrage. To be sure, these twenty-one votes would not have elected Mr. Hodges, so that, perhaps, we cannot claim the *full* sympathy of our Marblehead brethren; but we can join hands in fighting for principle (with a big P).

NINE PIN.

In a pleasant communication sent us several weeks since, our Marblehead correspondent, "Geesee," describes a joint run of several bicyclers from that town, Lowell, Lynn, and Lawrence to Nahant and the Salem Willows. Most of the party were officers of the League of Essex County Wheelmen, and at Nahant they held a meeting and arranged for the general meet, to take place this week Thursday. From Nahant the excursionists went to Lynn Beach and disported amid the waves in brilliant bathing suits, and thence visited some wheelmen from Boston, North Andover, and Lawrence, who were camping at Beach Bluff, and then pushed along the shore to the Willows, enjoying the magnificent ocean vistas while they listened to the fine music of the Salem Cadet Band.

Chicago in Detroit

Editor Bicycling World:—Two members of the Chicago Bicycle Club went to Detroit recently to have a Sunday spin. President Bates was applied to for advice as to best route for a run; and he not only told us of their best wheeling but led the way himself, together with a delegation of six of the Detroit wheelmen. Eight wheels in line—Detroit uniformed in dark blue, the Chicagos in their everlasting gray—sailed up Jefferson avenue that bright Sunday forenoon, to the Walkerville Ferry. Then a trip on the grand Detroit River to Belle Isle and over to Canada, where we tackled the smooth Canadian roads to the interior. When the Detroiters go out on a spin they always go to Canada: the wheeling there is much better than in the States. Canada roads are very good, smooth macadam, perhaps a little dusty in places, but with hard and level side paths. After a light rain, sufficient to lay the dust, they would be superb. The wheel seems to ride over them very smoothly, without any tendency to stick. The color of the road is a dusty white, and on a sunny day it is well to wear lightly smoked glasses to ease the effect of reflection on the eyes. These roads, in a great degree of perfection, run throughout Canada, and the one we took our spin on went to Buffalo along the line of the Canada Southern Railway. A very nice spin of eighty miles can be had by taking this road as far as Chatham, Ont.,—level country all the way, like the vicinity of Chicago, but unlike our open prairies, in that grand old groves and heavy woods of beech and maple cover the way. The scenery may be called uninteresting, except where glimpses of the Detroit River and Lake St. Clair are obtained. Inns, peculiar to Canada, abound at convenient distances along the route. The domestic wine is very agreeable, and one can drink a good deal and feel only a little dizzy; three or four gobletfuls will not hurt. "Plumade" is an insipid drink which the proprietor of the inn will give you, that is good when you are very hot. The sun attracted by the white road, and wind shut off by the woods, makes it rather warm wheeling, and perspiration flows full and freely. President Bates is a splendid man at the front: he keeps up a regular eight-mile-an-hour gait for a long distance; rides a 52-inch Standard Columbia, painted black all over, the machine having the appearance of being well cared for. He objects to having small boys handle it. Put *Atlas* on wheels and you have Mr. Bates; he has the same pronounced muscular development, with limbs which only bicycle riding can create. The Detroiters could all ride larger machines; they are at least two sizes below their measure in almost every instance. Ball bearing Standard Columbias are in the majority. We Chicagos of course rode D. H. F. Premiers, while there was one Matchless, one D. H. F. Premier, and the best Co-

lumbias in the Detroit ranks. The D. H. F. Premier of the Detroit man was in hard luck: a few falls by its rider twisted the rear forks badly. Equipped with *Æolus* bearings; they gave signs of breaking down. Its holdfast cranks slipped off,—quite common fault of this crank, unless it is perfectly fitted in the first place. It is strange that everybody but Chicagoans have trouble with the D. H. F.; our trials with this class of machine are confined to the larger sizes. A D. H. F. above 54 inch in size, judging from our experience, is not reliable; below that size they are paragons. The rider of the Matchless said he had ridden his machine constantly for fifteen months, and it showed no signs of dissolution yet, and he thought it was the best machine in the market, the rubber cushion around the bearings, and also where the handle bar goes through the head, absorbing all vibration, and rendering it a very easy-riding machine on sharp, jarring roading. This quality in a bicycle is peculiarly desirable in Detroit, the pavement of which, we think, is the most trying on a bicycle. Detroit streets, to look upon from the sidewalk, are clean, smooth, and tempting for a spin, being almost entirely of round wood blocks; but in riding over them it seems as though the blocks were of unequal length, the effect being a sharp, fine jolting that seems to retard the progress of the machine, requiring positive exercise of the muscles to keep the wheel going. The wood-blocked avenues are very nice riding along the edges, where a little dust rounds off the sharp-edged blocks. Detroiters do not ride for pleasure in the centre of the city, on this account. They have wheelmen who score five thousand miles in a season, however, on the pavements. President Bates is a great rider, corresponding with President McClure of Chicago in this respect, both gentlemen using the machine to and from the house and office regularly. One of the Detroit wheelmen estimated the number of bicyclers in the city as fifty, which would not indicate that the wheel was in great favor there. They have no restrictions, however, and go where they please. Detroit is perhaps one of the most beautiful cities in the country, evidences of great wealth and culture in the highest degree being manifest in the magnificent dwellings and public buildings. Their sport is of an aquatic character, however; and persons who in Chicago would be bicyclers, in Detroit run to boat clubs. Detroit wheelmen are of the most excellent sort, quite equal to Milwaukee, in fact; and we always thought the Milwaukeees were perfect types of bicyclic hospitality.

STENO.

Bicycle Transportation.

MR. V. M. HALDEMAN of Vesta, Pa., recently wrote to the Pennsylvania Railroad Company, in relation to the transportation of bicycles belonging to passengers, complaining of the oftentimes exorbitant rates charged by baggage-

men, and received the following response from General Baggage Agent McWade:—

VICTOR M. HALDEMAN, Esq., Vesta, Lancaster County, Pa.:—*Dear Sir:*—Replying to your favor of the 9th, would state that we have recently issued positive orders, in the form of a circular, to baggage agents, specifying a rate for the transportation of bicycles of twenty-five cents for fifty miles or less, and one half cent per mile for greater distances. Considering the extra trouble of handling, and large amount of room occupied by bicycles, this is not deemed an unreasonable rate, and we do not feel authorized, therefore, to make an exception to this rule. Very truly,

F. J. MCWADE, G. B. A.

PHILADELPHIA, 14 August, 1882.

Another Wise Railroad.

THROUGH the efforts of E. G. Latta, of Friendship, N. Y., the following general order has been issued by Freight and Passenger Agent Coyle to baggage-men on the Alleghany Central Railroad:—

Agents and Baggage Masters: On and after this date, bicycles, when in charge of the rider, with first-class ticket (he to assist in loading and unloading), may be carried free in the baggage car, at owner's risk. When requested, baggage masters will check the bicycle, calling the attention of the owner to the fact that it is not taken as ordinary baggage, and will be transported entirely at his risk.

P. W. COYLE, F. P. A.

FRIENDSHIP, N. Y., 19 August, 1882.

The Alleghany Central is an A 1 new road, about sixty miles long, running from Olean, on the Alleghany River, through Bolivar, Richburg, and other towns in the Alleghany County oil fields, to the southern end of the old Genesee Valley Railroad. For a tour through Western New York, there is no pleasanter or more interesting route than that up the Genesee to Belvidere or Friendship; thence taking the Alleghany Central over the summit to Richburg and Bolivar, where there are many things of interest to the tourist. Bolivar and Richburg are but two miles apart, and in good weather the roads are quite fair for bicycles. From Bolivar to Olean the roads are good and down stream all the way, and at the latter place are several enthusiastic wheelmen.

THE three fast men of the Massachusetts Bicycle Club, Messrs. Ahl, Claffin, and Corey, have been wheeling during the past week or two along the north shore, with occasional runs farther inland. They report the roads excellent, notwithstanding the drought. They also intend to be at the Worcester meet, and Ahl and Claffin will doubtless participate in some of the races. They are all in training for the inter-club race with the Bostons. Ahl proves as much of a flyer on the road as on the track.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor 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,
Cor. Sec. L. A. W.

XENIA BI. CLUB.—New: G. W. Kendall, C. M. Galloway, R. S. Kingsberry (already a member of the L. A. W.), Herman H. Schilling, Dan. C. Dean, Sam. D. Kingsberry, J. Will. Forsythe, J. F. Orr, Horace McClung, A. A. Winans, R. I. Williamson, F. E. McGervey, John R. Barrett, J. C. Mason, M. C. Barley, and Wm. Mott, — all of Xenia, O.

MISSOURI BI. CLUB.—Additional: Robert A. Hoepfner, 2214 South Spring street; G. J. Bouton, 2628 Geyer avenue; W. H. Dickson, 118 Chestnut street; Wm. Burden, Jr., 923 Benton street; Fred. W. Meyer, corner Keokuk and Iowa avenues; Horace Collins, 3542 Pine street; Sheridan Lowrey, 3502 Pine street; W. A. Gardner, 7 Benton Place; John F. Valle, 5 Benton Place; Fred. Hannister, 918 Warren street; John Langan, care of Simmons Hardware Co.—all of St. Louis, Mo.

MANCHESTER BI. CLUB.—Additional: E. A. McQuestion, 654 Elm street, Manchester, N. H.

EAST BRIDGEWATER WHEELMEN.—New: Alfred B. Parker, Herbert T. Packard, Charles C. Wing, Frank Colamore, Jr., J. Edward Waterman, Elmer E. Wright, D. Clinton Harwell, Fred. G. Ronney, and William H. Page, — all of East Bridgewater, Mass.; Charles A. Nye, Sheridan House, New Bedford, Mass.

LEXINGTON BI. CLUB.—H. L. Milward, T. T. Skillman, Alex. G. Morgan, Jr., (secretary and treasurer), J. Edward Lauck, H. M. Skillman, Thos. H. McMichael, Jas. G. Scrugham, Robert J. McMichael, Robert B. Barr, Frank P. Scarce, Fabe Harrison, Cyrus Reed, — all of Lexington, Ky.

SPRINGFIELD BI. CLUB.—Additional: Wilbur N. Winans, care of Massachusetts Mutual Life Insurance Company; A. L. Fennessy, care of J. G. Mackintosh & Co.; Chas. O. George; W. S. Warriner, 69 Vernon street; Chas. Wassung, 227 Water street; Geo. Nash, care of Pynchon House; Henry Dickinson, Crescent Hill; C. J. Wetsel, care of American Express Company; W. H. Barrows, Post-office Box 1335; Edward Billings, care of S. J. Billings, — all of Springfield, Mass.

WARSTON (ENGLAND) BI. CLUB.—Frank Moore, care of C. S. Howard, 597 Washington street, Boston, Mass.

UNATTACHED.—Harry S. Burrows, 117 Nesmith street, Lowell, Mass.; Joseph Wattles, Jr., Canton, Mass.; Chas. E. Haller, Frederick, Md.

THE racing men, Prince, Moore, Dean, and others, are in daily practice at the Brookline reservoir.

Cycling Memos.

OH, that the dust of an earthy to-day would become the mud of a rainy to-morrow, and then dry up!

THIS has been the wail of the 'cyclist for a month or more. What with mud, dust, wind, rain, and poor roads withal, the lot of the Yankee 'cyclist is not a happy one.

BUT, notwithstanding all the disadvantages of climate, I manage to get some excellent riding.

WHEN such riders as Sturmey, Faed, and Hillier practically abandon the bicycle for the tricycle, it looks as though there was something in the latter.

THE first spare cash I get shall be put into a three-wheeler, as I anticipate much pleasure from its use during the fall and winter.

THE New Haven Tricycle Club is at last heard from. Nothing like treading on a man's toes to wake him up. It looks as though the Alpha Club had Beta change its name.

A LYNN bicyclist, asking for an increase of salary the other day, gave as a reason that his dues to the League, the B. T. C., the Essex County wheelmen, and a local club made it a necessity.

I CAN sympathize with the young man; my own purse strings are worn out by the continual tugging at them.

I SCENT in the air the slow approach of the trinitarian vehicle. It is bound to come; and when it does, it will stay.

IT will supplant the bi? Oh, no! but it will set all the world awheel, and help much to increase the cause which we love.

JUST think of enchanting rides through leafy lanes and all that sort of thing with your sister, — or somebody else's sister.

THE demand, though slow, has steadily increased; and a "big thing" awaits the first tricycle maker in the field.

THE attempts of our makers of either bike or trike to get something purely American, without studying what the English have done, is what will ever lead to failure.

WHAT is the use of experimenting before one has learned all about more than two hundred machines that have been tested and proved?

NO doubt many of my friends are smiling at my taking up the cause of the tricycle. Let them smile. I am convinced that the tricycle is a practical, safe, and speedy vehicle.

AND they will think so too when I tell them that two young ladies, on a sociable, recently rode seventy miles in a day.

AND that one hundred and eighty-three miles was recently covered in the same time. Few can do this on the two-wheeler.

PAPA WESTON made one of his good speeches at the B. T. C. meet at Harro-

gate, Yorkshire, England. The band played "Yankee Doodle," the boys yelled, and Papa smiled as sweetly as a cherub.

AGAIN the Boston Club has been represented at the B. T. C. meet. Next year, very likely, a large number will attend.

PAPA WESTON will bring over a large number of tricycles when he returns. Then look out, for "London W." will ride one.

LONDON W.

CURRENTE CALAMO

THE tariff commission, in whose movements all bicyclers are interested, will hold sessions in Boston, 24, 25, and 26 August.

THE two recently fledged Benedicks of the Boston Bicycle Club, Harrison and Churchill, have returned from their honeymoon tours.

IT would seem, according to reports we are receiving, that all the New England clubs are contemplating being represented at the Worcester meet.

W. W. STALL has returned from his vacation among the "Varmount" hills, but hardly refreshed, as he spent much of the latter portion on a sick-bed, and was nearly threatened with typhoid.

THE Gump Bros., of Dayton, Ohio, send some handsome floral cards, with their business imprint thereon, as Ohio agents for the Cunningham Company.

THE Canton Bicycle Club (Armenia) of Canton, Pa., have arranged for a series of interesting events next Monday, and *à propos*, Canton is a charming place to visit, even without the additional charm of good roads for wheeling.

WE earnestly urge club secretaries, and others who have received blanks for petition to the tariff commission, to hasten the matter of obtaining signatures, and forward them to this office as soon as possible. We have already received a large number, but want the rest.

THE annual meet of the B. T. C. at Harrogate was disappointing in respect to numbers, there being, according to the *Cyclist*, not over six hundred appearing in line; yet in weather, enthusiasm, and general enjoyment it was eminently successful. About forty tricyclers, including several ladies, participated.

IN connection with his color staff and clamp, advertised on our second page, T. B. Jeffery has issued a neat little circular announcement, which would seem to indicate the tasteful appearance of the article itself; to which, in view of the fall meets and parades just commencing, we call the attention of clubs intending to participate.

A SMALL piece of yellow soap, put in the finger of an old kid glove, and carried in the tool-bag, is of the greatest value, as, should any part get rubbed or sore, either through the chafing of the shoe or saddle, a slight *soaping* (dry) will, in nine cases out of ten, mitigate the discomfort, and frequently does away with the cause. — *The Tricyclist*.

JULIUS WILCOX is summering in this vicinity, and has brought with him from New York a Facile, which machine, he says, is the easiest and best he has ever ridden. He wheeled twenty-three miles on Monday, and over some roads which he says he could not have propelled the ordinary bicycle. We have seen the machine, and find it substantial, well made, and much better looking than the 'Xtraordinary Challenge; but it lacks taste in the make-up, and is much heavier in material than is necessary, yet with some improvements in these and a few minor points, could be made a handsome, and we should judge an excellent bicycle.

ENGLISH papers mention newly contrived motive vehicles, the velocity of which is gained by swinging the body backwards and forwards. The carriage is a German invention, and is made in single or sociable form. It is on exhibition and trial at Lillie Bridge. The *Cyclist* also speaks of a pair of fluted forks made of twenty-gauge tube which were for a 56-inch machine and weighed but a pound and a half for the pair, yet were very stiff and serviceable. Another handsome pair of elliptical forks for Cortis's new 60-inch machine weighed but two pounds. The backbone of the first-mentioned machine weighed but two and a half pounds.

THE second annual exhibition of the New England Manufacturers' and Mechanics' Institute will open on 6 September, Wednesday, and will probably greatly surpass the very successful one of last year. Nearly all the States in the Union will have exhibits, besides several foreign countries. Edison's incandescent light is to make a grand display, and will demonstrate, or *vice versa*, its claims to practicability, for we understand 1,000 lamps are to be used in illuminating the exhibit, and will be in direct competition with arc lights. We trust our bicycle manufacturers and dealers are alive to the importance of having good exhibits, and *attendants to exhibit them*.

THE only reason for supposing that the Park Commissioners have any discretion is that Judge Lawrence thinks that the powers conferred on them by the Act of 1871 gives them the "widest discretion." These gentlemen do not give much evidence of wisdom in their official meetings. Their puerility has long made them the butt and the talk of the whole town. They seem to have been unanimous, however, in declaring that there should be no bicycling in Central Park. Had the Commissioners taken the same pains to prevent ladies and children visiting the park from being insulted by tramps and other loafers, or had they taken the trouble to see that the custodians of the park cultivated civility of manner, they would have been doing a better service to the public than by this refusal to admit bicycles. — *N. Y. Evening Telegram*, 19 July.

TRICYCLING

Washington, D. C.

Editor Bicycling World: — Tricycling is gradually getting popular here. There are now about twelve trikes, and a good many contemplate purchasing before next season — when, by the way, we will have an American machine on the market. This machine, that is, the Victor, is spoken of in Sturmeys' "Tricycle Indispensable" as a very powerful one, and I am inclined to think it is going to be very popular, if properly advertised. Most of the machines here are Singer & Co.'s make, which are well made, but have none of the latest improvements. Some of the members of the Capital Bicycle Club are about to purchase a Coventry Convertible, which is said to be a very nice machine. I see our Eastern brother wheelmen have gotten ahead of us in forming a tricycle club; we will probably have enough riders to form a club in the spring. ICYCLE.

WASHINGTON, D. C., 19 August, 1882.

It is reported that a Buffalo (N. Y.) man has invented a practical steam engine for tricycles. It is described as follows: The engine and boiler are located between the seat and the forward wheel. They take up very little space, and much of the machinery will be inclosed in a wooden case when the vehicle is complete. The engine is one and a half horse power, and it rests on the bottom of the conveyance. The exhaust is underneath, and will be nearly noiseless and invisible. The cylinder is two by four inches. The generator is upright and stands directly over the neat little boiler. For fuel, gasoline is used, and two gallons of this fluid, surrounded by water, will be carried in a reservoir under the seat. It will be conveyed to the furnace by means of tubes. It is claimed that one gallon will be sufficient to run the engine for nine hours at the rate of from fifteen to twenty miles an hour. The tricycle, as it now stands, cost about \$200; but it can be duplicated for \$150. Regarding this tricycle, a Buffalo correspondent informs us that the appearance of the machine is anything but inviting, and is not likely to prove a success. The inventor is only building it for his own amusement, and can well afford to spend the time and money for experimenting.

LACY HILLIER and GEORGE GATEHOUSE rode a double Premier tricycle one hundred and ten miles, to attend the Harrogate meet, and Henry Sturmeys rode the single half of a Coventry Rotary Convertible ninety-two miles, not a thing requiring any attention the whole way.

"FAED" claims another record, having capped his celebrated feat of riding a bicycle through the city, from Dalston to Temple Bar without using handles, by riding a friend's Meteor front-steering tricycle from Hackney to the Elephant

and Castle, *via* Dalston, Kingsland, Shoreditch, Bishopsgate, and London Bridge, in twenty-two minutes one afternoon last week. The distance is about five miles, between three and four of which are paved with very bad granite sets.

NOTES, QUERIES, ETC.

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

To Correspondents.

BEE BEE, Danville, Ill. — Both wrong. The pronunciation is *Bi-cy-cle*, — both third and fifth vowels long, and principal accent on first syllable. See supplement to last edition of Webster.

C. L. E., Minneapolis, Minn. — 1. Yes; and a hub lamp; and the "King of the Road." 2. Any good machinist ought to be able to do it, but one who makes a specialty of bicycle work would be better to trust it too. 3. Only by superior physical force.

Editor Bicycling World: — In answer to your communication from "Bicycler," Wilmington, Del., will say that I have ridden the American Sanspareil Roadster on both smooth and rough roads, and pronounce it to be an A-1 roadster in every respect; it is easy running, and is decidedly the most rigid machine I have ever ridden, and am sure will take a leading place among first-class roadsters.

ARTHUR BRUCE,
Baltimore, Md.

BALTIMORE, 2 August, 1882

BOOKS AND PAGES

THE CENTURY for September is fully as interesting, both in text and illustration, as its predecessor, the mid-summer number. Gen. Geo. B. McClellan contributes a paper on the Egyptian war and its probable results; the author of the recent paper on American yachts gives a sketch of the development of ocean steamships, fully illustrated; "The New Northwest" is a second paper by E. V. Smailey, and describes a trip along the proposed route of the Northern Pacific Railroad and across the Montana Rockies; "The Original of Rebecca in Ivanhoe" is an interesting sketch with a fine portrait by Cole; a clever sketch by W. D. Howells of Mark Twain, with a frontispiece portrait of the humorist engraved by Cole; a particularly interesting account, by Austin Dobson, of Thomas Bewick, the great wood-engraver of the early part of the century, with twenty-five illustrations, mostly reprints of the most noted of Bewick's cuts; "An Old Town with a History," by Noah Brooks, illustrated; an illustrated paper on Pres. Woolsey, by Prof. G. B. Fisher. Other contents include "Niungo and the Buddhist Temples," a story by Joaquin Miller, Howells's and Mrs. Burnett's serials, and poems by favorite writers, together with the always entertaining departments.

OUR LITTLE ONES for September has been received, and is as attractive in pictures and interesting to the children in stories and verses as any of its predecessors. Among the contents are "A Ride on an Elephant," "The Sand Man," "Kitty's Friends," "The Stolen Custard," "Pussy Meek and Daughter," "The Brave Dog," "Children's Harvest Song," "Willie's Spelling Lesson," and many more. Russell Publishing Company, Boston.

THE INDISPENSABLE FOR 1882. — We are again afforded an opportunity of calling the attention of all bicyclers who would obtain a familiarity with the construction of machines they ride to that work of immense labor and thoroughness, Sturmeys' Indispensable Bicyclist's Hand-Book. The edition of 1882 well maintains the reputation of its author, and is replete with everything a cyclist ought to know. The excellent preface of this addition is well worth the perusal of every intelligent wheelman, and is a thoughtful review of the past year in the manufacture of the bicycle. The description of over four hundred different machines, with the remarks of the author, are as complete and intelligent as usual, and an excellent guide in choosing a mount. The addenda of discarded and obsolete parts is alone worth the price of the work, showing what riders should dispense with on their machine. The chapter on novelties is not so large as formerly, owing either to the fact that the bicycle of to-day is as near perfection as possible, or, as the author claims, that manufacturers very generally are turning their attention and heeding their energies to the improvement of the tricycle. We can heartily recommend this year's Indispensable, and feel that Mr. Sturmeys is rightly considered a public benefactor in placing at our command such a complete work in every respect. We look forward to the day when America can boast of a large number of manufacturers and furnish material for a similar work.

THE THREE MEETS.

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Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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

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TRICYCLING JOURNAL. — Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by **Henry Sturmy**, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. **E. C. HODGES & CO.**

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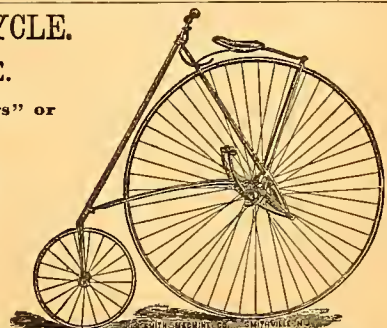
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